BY FULTON & PRICE, PROPRIETORS.

J. S. FULTON, Editor...A. L. PRICE, Associate Editor

Terms of Subscription.

One year, invariably in advance,.....$2 50
When payment is not made in advance,.....3 00
No subscription received for a less term than one year.
No subscriber permitted to discontinue his paper after the commencement of a subscription year, till the expiration of said year.
Any subscriber wishing his paper discontinued at the end of the year, must pay up in full and give the proprietors two weeks notice, otherwise the paper will be continued and charged for according to the above terms.
☞ Any person sending us five NEW subscribers, accompanied by the advance subscription, ($12 50,) will receive the sixth copy gratis, for one year.
Money may be remitted per mail, post paid, at our risk.
All letters on business connected with this office, must be addressed (post paid) to the proprietors.

Wilmington Journal.

A WEEKLY NEWSPAPER:—Devoted to Politics, the Markets, Foreign and Domestic News, Agriculture, Commerce, and General Information.—TERMS: $2 50 IN ADVANCE

VOL. 11.....WILMINGTON, N. C., FRIDAY MORNING, FEBRUARY 2, 1855.....NO. 22.

TERMS OF ADVERTISING.

Per Square of 10 lines or less—cash in advance.

One square,	1 insertion,	$ 50
Do. do.	2 insertions,	75
Do. do.	3 do.	1 00
Do. do.	3 months, without change,	3 00
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Do o	12 do. do. do.	20 00

☞ Advertisements ordered to be continued on the inside charged 37½ cents per square for each insertion after the first.
Advertisements, upon which the number of insertions is not marked, will be continued until ordered out, and charged 25 cents per square for each insertion.
☞ No advertisement, reflecting upon private character, under ANY CIRCUMSTANCES, be admitted.

Professional and Business Cards.

M. B. SMITH,
ATTORNEY AT LAW, WILMINGTON, N. C., Practices in the Counties of New Hanover, Sampson, Bladen, Brunswick and Columbus.
Will be at his office on Front Street every Saturday.
March 10th, 1854 27-1y

FORNEY GEORGE,
ATTORNEY AT LAW, WHITEVILLE, N. C., Practices in the Counties of Columbus, New Hanover, Sampson, Bladen, Brunswick and Robeson.
March 10th, 1854 27-1y

GEO. W. ROSE,
CARPENTER AND CONTRACTOR,
June 17 WILMINGTON, N. C.

CO-PARTNERSHIP NOTICE.
C. & D. DuPRE, Wholesale and Retail Druggists and APOTHECARIES, Wilmington, N. C.
May 9th, 1853. 38-tf
C. DUPRE. D. DUPRE, JR.

S. M. WEST,
AUCTIONEER and Commission Merchant,
219-tf Wilmington, N. C.

D. C. FREEMAN, GEO. HOUSTON.
FREEMAN & HOUSTON, Wilmington, N. C., D. C. FREEMAN & CO., New York,
MERCHANTS AND FACTORS.

JAMES C. SMITH. MILES COSTIN.
JAS. C. SMITH & CO.,
COMMISSION MERCHANTS, have removed their office to the second story of the building formerly occupied by the Telegraph Company, where they are prepared to attend to all business in the Commission line.
All business entrusted to them will be punctually attended to. [Jan. 20, 1854.

B. F. & A. J. GRADY,
GROCERS AND GENERAL COMMISSION MERCHANTS, Wilmington, N. C.
☞ Liberal cash advances made on consignments of Naval Stores and other produce.
☞ Office on North Water Street, next door North of the Custom House.

JOSEPH L. KEEN,
CONTRACTOR AND BUILDER, respectfully informs the public, that he is prepared to take contracts in his line of business. He keeps constantly on hand, LIME, CEMENT, PLASTER, PLASTERING HAIR, Philadelphia Press BRICK, FIRE BRICK.
N. B. To Distillers of Turpentine,—he is prepared to put up Stills at the shortest notice. [May 20—37-1y

WILLIAM H. LIPPITT,
WHOLESALE and Retail Druggist, and Dealer in Paints, Oils, Dye Stuffs, Window Glass, Garden Seeds, Perfumery, Patent Medicines, &c. &c., corner of Front and Market-streets, immediately opposite SHAW'S old stand, Wilmington, N. C. 5

C. MYERS,
MANUFACTURER and Dealer in Hats, Caps, Umbrellas, and Walking Canes, of every description, whole sale and retail, North side Market-street, Wilmington, N. C

J. M. ROBINSON,
IMPORTER and Dealer in Hardware, Iron, Stoves, Nails, &c., Front-street, 3 doors South of Market, Wilmington, N. C. [30v7-1y]

INSPECTOR'S NOTICE.
THE Subscriber has received the apointment of Inspector of NAVAL STORES, and solicits business from those having it in his line. JAMES I. BRYAN.
May 7, 1853 208-1w—37-tf

W. H. McKOY,
WHOLESALE AND RETAIL GROCER AND FORWARDING AND COMMISSION MERCHANT, SOUTH WATER STREET, 6 doors below Market.
☞ Particular attention paid to the sale of Naval Stores and other produce.
☞ Liberal advances made on consignment.
Wilmington, N. C., Nov. 2d, '53. 9-tf

J. M. MONK,
COMMISSION MERCHANT, WILMINGTON, N. C.
☞ Prompt and personal attention given to the sale or shipment of all kinds of country produce.
☞ I may be found at the store recently occupied by GRADY & MONK.
May 22d, 1854 220-1w—38-1y

HALLETT, HENNING & CO.,
TURPENTINE DISTILLERS AND DEALERS IN GENERAL MERCHANDISE, HALLETTVILLE, LONG CREEK, N. C.
BENJAMIN HALLETT, R. HENNING, T. M. CHATTERTON, } THOS. H. WILLIAMS, Special Partner.
Oct. 20th, 1854 7-1y

T. SMITH & CO.,
DEALERS IN CORN, MEAL, HOMONY PEAS AND OATS, and Cow and Horse Feed, [BEATTY'S WHARF, NORTH WATER STREET,] WILMINGTON, N. C.

OUR Steam Grist Mill is now in successful operation. We will have it in our power to deliver the above articles at short notice. We have a 23 horse power engine and shall run two pair of four feet stones.
Orders can be addressed to C. DuPre & Co., or to the subscriber.
Corn Ground on Toll.
T. SMITH & CO.
April 18, 1854 33-1y—190-tf

F. C. SINGLETARY,
COMMISSION AND FORWARDING MERCHANT, Wilmington, N. C.
☞ Particular attention given to the sale of TIMBER, LUMBER, NAVAL STORES, and all kinds of country produce.
Nov. 9th, 1854. 56—10-tf

N. F. BOURDEAUX,
INSPECTOR OF NAVAL STORES AND PROVISIONS, Wilmington, N. C. The subscriber having been elected Inspector of Naval Stores and Provisions, in the Town of Wilmington, at the December Term of the County Court of New Hanover County, will give prompt attention to all business in that line entrusted to him.
Dec. 22, 1854—16-tf N. F. BOURDEAUX.

J. M. ROBINSON.
Hardware Merchant, Wilmington, N. C.,
IS JUST receiving his fall supply of *warranted* Saws, Axes, Nails, Hollow-ware, Pocket, and Table, Cutlery, heavy plated Table Spoons and Forks, Fine Tea Trays and Waiters, Brass and Common Andirons, Shovels and Tongs; a FULL ASSORTMENT of the *best* of Builders' Hardware; Mechanic's Tools of every variety, and warranted of superior quality; Ploughs, Fan Mills, Corn Shellers, Hay Cutters, &c. [Dec. 2, 1853. 13

FRANKLIN HOTEL.
WILMINGTON, NORTH CAROLINA.
THE SUBSCRIBERS having taken chare of the Franklin Hotel, near the Rail Road Depot, beg leave to inform the public that their Table and Rooms shall be well furnished, to all who may call on them.
JAMES ORRELL,
Nov. 24, 1854—12-tf G. W. CROOM.

C. I. OATES' HOTEL, WARSAW, N. C.
To the Travelling Public.
THE subscriber begs leave to return his thanks to the public for former patronage, and asks the continuance of the same. He assures them that there shall be no pains spared in making them comfortable—that his House shall be equa lto any on the Wilmington & Raleigh Railroad. Also, a Livery, with a sufficient quantity of provinder, at all times—with good Hacks and Horses, for the accommodation of passengers, from Warsaw to Fayetteville, or any other place to which they may wish to be carried, in the State. C. I. OATES.
Warsaw, August 14th, 1854 291-1t—50-tf

TO TRAVELLERS AND OTHERS.
THE undersigned has now completed arrangements, whereby he is enabled to convey PASSENGERS from MARLSVILLE DEPOT, on the Wilmington and Raleigh Rail Road, to LONG CREEK, in New Hanover county. *Fare* $1, each way.
He is also prepared (with good Stables and an abundance of Provender,) to keep HORSES for any length of time.—*Price* 60 cents per day. Those who may leave Horses with him, may rest assured they will be well cared for.
In a short time, he hopes to offer some better ENTERTAINMENT for his friends and others, who may favor him with their custom, than he has heretofore given them.
A liberal patronage is respectfully solicited, as the greatest efforts will be used to give satisfaction.
A. D. BORDEAUX.
MARLSVILLE DEPOT, 12 *miles from Wilmington*, August 5, 1853. 48-tf

G. W. CROOM,
INSPECTOR OF NAVAL STORES, Wilmington, N. C. Prompt attention given to the sale and inspection to all given to him in care. Office on Water Street, opposite Hall's and Nutt's Buildings.
Nov. 24th, 1854 12-tf

MARBLE, STONE AND SLATE YARD
IN WILMINGTON.
THE subscriber respectfully notifies the public that he has recently established in this town, a new MARBLE, STONE and SLATE YARD, and is now prepared to fill all orders for Monuments, Tombs, Furniture and Plumbing work.
Also, all kinds of Marble for building purposes.
Also, Flagging and Curb Stone.
Blue, Green and Variegated Slate for fire-proof roofing furnished at reasonable rates.
Orders attended to with dispatch, and on moderate terms.
Marble Yard on Water street, near the Railroad.
W. G. MILLIGAN.
May 1st, 1854 35-1y

GENIN CAPS.—The assortment of Boys' Fine Caps at the Emporium, is acknowledged to be superior in variety and beauty to any former supply we have ever had
Oct. 6th, 1854 C. MYERS.

General Notices.

$50 REWARD.

RANAWAY from the subscriber in August last, his negro man FLEMMING. Said negro is about 27 years old, is tall and likely; and is probably lurking somewhere between the Cove on the Cape Fear and Mr. H. Beatty's, on Black River, where he is well known. He formerly belonged to Mr. Augustus Miller, and afterwards to Dr. Buie, Bladen county, from whom the subscriber purchased him.
The above reward of fifty dollars will be paid for his delivery to me, or for his confinement in any jail in the State, so that I can get him again. JOSEPH GREEN.
Robeson's P. O., Brunswick co., Nov. 4th. 9-tf

Coach and Carriage Manufactory—Clinton, N. C.

BOLD ROBIN HOOD respectfully informs the citizens of Sampson county and public generally, he, having recently been partially burnt out, has rebuilt; and his establishment is now in full operation in all its various branches. He is prepared to put up the PATENT SPRING BUGGY, having purchased the right for the county of Sampson; and hopes by strict attention to business to merit a share of public patronage. He warrants all his work to be made of the very best materials, and should any of it fail in twelve months with fair usage, either in workmanship or material, it will be repaired without charge. Persons wishing to buy would do well to call and examine for themselves, as he does not intend to be surpassed for style, elegance and durability.
☞ REPAIRING done in the neatest manner, at short notice. ☞ Mill Ink and Gudgeons, made and warranted for ten years, for $10.
Clinton, May 12, 1854—36-tf.

CARRIAGE MANUFACTORY.
Mulberry Street, bween Front and, North Water Streets, Wilmington N. C.
THE subscriber has on hand a large assortment of the latest styles of CARRIAGES of his own manufacture, which he offers for sale at reduced prices; among which may be found—Rockaways and Coachees, with and without patent couplings, Dunam's Buggies, Waggons, Sulkies, &c.; also, all kinds of Harness. Repairing done at short notice, and in the best manner.
Also, Saddles, Bridles, Whips, Collars, Hames, Trunks, Vallices, Carpet Bags, &c.
Purchasers will find it to their interest to call and examine before purchasing elsewhere. Also, all kinds of Carriage Trimmings. ISAAC WELLS.
Wilmington, Feb 3, 1854. 22tf

THOS. B. CARR, M. D. D. D. S.

PRACTICAL DENTIST for the last ten years, charges for
10 or less artificial teeth on fine gold plate, each, $ 7 00
An entire set of teeth on fine gold plate, 150 00
Ditto on gold, with artificial gums, 150 00
Ditto on Platina plate, with artificial gums, 150 00
Upper or under ditto, each, 75 00
A Pivot tooth that cannot be distinguished from the natural, 5 00
A fine gold filling, *warranted permanent*, 2 00
Do. and destroying the nerve, $3 to 5 00
Extracting a tooth, 50 cts. to 1 00
Best dentifrices and tooth brushes always on hand. Every operation *warranted* to give entire satisfaction. Teeth inserted immediately after the extraction of the fangs, and remodeled after the gums have shrunken, without additional charge.
Office on Market-st., 2 doors below the Church.
Wilmington, N. C., April 24th, 1854 195-1m—34-tf

TO OUR COUNTRY PATRONS.
WE would beg leave to state that we have now in store, and are still receiving, the largest and most varied stock of Hats and Caps it has ever been our pleasure to exhibit to our friends. The assortment is nearly complete, and has never been surpassed for variety and beauty of styles in the State, and consists as usual of Hats, Caps, Canes and Umbrellas, to the inspection of which we would call the attention of all in want of articles in this line, as we are determined to sell at prices that will make it for the interest of Country Merchants and Planters and all others to buy in this market. A call is solicited.
C. MYERS,
Hat and Cap Emporium,
Sept. 8. No. 1 Grante Row.

FRENCH BURR MILL STONES, WARRANTED.—The Subscribers inform their friends and the public that they make to order FRENCH BURR MILL STONES, warranted to be of the best quality, being made from Burr Blocks of their own importation from the best quarries in France. They also keep for sale COLOGNE, ESOPUS and COCALICO MILLSTONES, BOLTING CLOTH and CALCINED PLASTER. From the Senior Partner's long experience in the late firm of Egenton, Morriss & Co., of which he was a member, and their determination to give satisfaction, they assure customers their orders shall be faithfully and promptly executed.
WILLIAM HOGG & SON.
S. E. Corner of North and Centre Sts. opposite the Baltimore & Susquehanna R. R. Depot, Baltimore.
June 30, 1854 43-12m*

LOST,
ON WEDNESDAY LAST, on the Newbern Road, between the Golden Place and Wilmington, a large Black Morocco POCKET BOOK, containing a sealed letter, handed to me by John A. Aviret, Esq., at Jacksonville, on Tuesday last, (the address not recollected); one Note against Willis Webb, of Onslow county, for $27, dated the 9th or 10th of November, 1853, in favor of the subscriber or Fulton & Price, (not recollected which,); one Note, for $5 50, against John Walton, Jr., in favor of Fulton & Price, dated 16th March, 1853, and one Note against John A. Freshwater, of Onslow county, for about $2 50, (date not recollected,) together with several unreceipted accounts against sundry persons in Onslow county. The makers of the above Notes are forewarned against paying the same to any person except the subscriber or Fulton & Price. The finder will be suitably rewarded by delivering the Book and contents at the Journal " office. A. L. PRICE.
Nov. 9th, 1854

TO MILL OWNERS.
THE subscriber takes this method of informing his friends and the public that he still continues in the Mill Wright business and all its branches, viz: foundering, framing, and erecting Water or Steam Mills upon various principles, either with simple or complicated machinery. He returns his thanks to the public for the liberal patronage he has received heretofore, and hopes by strict attention to business, and by giving general satisfaction, to merit a continuance of the same. He flatters himself that his work will compete with that of any other machinist for speed and durability. All persons who want work done in the above line would do well to give him a call, as he has several competent workmen in his employ, and is prepared to execute all jobs at the shortest notice and on very reasonable terms. Orders promptly attended to. For further information address the subscriber at Beatty's Bridge, Bladen county, N. C.
D. B. JOHNSON.
Feb. 15 1854. 24-1y

CARRIAGE MANUFACTORY AT CLINTON N. C.
THE subscribers respectfully inform the citizens of Sampson and adjoining Counties, that they are permanently located in Clinton, and have recently fitted up their establishment for the purpose of making and repairing all kinds of Riding Vehicles. All work will be warranted for twelve months. Their charges will be found moderate. They solicit a share of the custom of the public, and hereby tender their acknowledgements for the liberal patronage heretofore received.
M. FRAZIER,
V. RACKLEY,
May 18th, 1854 37-1y

LAND FOR SALE.
900 ACRES of Land situated on Long and Cypress Creeks, seven miles from Long Creek Bridge and five miles from Burgaw Depot. There is about ONE HUNDRED ACRES cleared, with a good Dwelling, all necessary out houses, and a never failing well of water. Also a Grist Mill in good order, and well watered. The place is healthy as any in the country. It is well timbered with pine, cypress, oak and other growths.
Persons wishing to purchase will please examine the premises. RICHARD L. BOURDEAUX.
Dec. 22, 1854 16-3m*

Fifteen Thousand Dollars worth of Boots, Shoes and Brogans, at Wholesale.
HAVING purchased our entire stock just from the manufactories, we are prepared to offer inducements to COUNTRY MERCHANTS equal to any establishment South of Boston. JONES & GARDNER.
Oct. 7, 1854. 181-tf

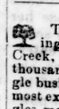
TURPENTINE LAND FOR SALE.
The subscriber offers for sale low, if applied for soon, 11,000 acres Pine Land, all in one body, lying on the Alatamaha River, 15 or 20 miles from Darien. There has been no timber cut on the above land. For further particulars, address HENRY A. CANNON,
Darien, Ga.
Jan. 4, 1854. 18-7t*

WANTED,
A TEACHER to take charge of Union Academy, located at Harrell's Store, New Hanover County. None need apply without letters of recommendation of a good moral character, and of his capability of imparting a correct knowledge of the English, Latin and Greek languages and Mathematics. For further information apply to the subscriber.
N. H. FENNELL.
Secretary Board of Trustees.
Harrell's Store, Nov. 11., 1854 12-tf

NOTICE.
ABOUT the first of this month, I lost a Note under seal, against David J. Smith, payable one day after its date of about the first of October 1854, for the sum of one hundred and thirty five dollars, with a credit of ten dollars the same day of the date of the note. All persons are cautioned not to trade for said note, and I will reward any person who will find and deliver the note to me.
EVAN JOHNSON.
Bladen, Jan. 12, 1855. 20-1m*

General Notices.

REAL ESTATE FOR SALE.



The subscriber offers for sale all that tract of land lying in the fork of the North East River and Turkey Creek, 14 miles from Wilmington, containing about one thousand acres. Any person wishing to engage in the shingle business, or cutting wood, this place offers a rare and most excellent chance. There can be about 7 or 800,000 shingles made on the land, and about 8,000 cords of Pine Wood, none of which will be to haul over half a mile; and about 4,000 cords of Ash and Maple Wood, and there is not a better range for cattle and hogs in this section of the State.—For terms, apply to SAM'L. R. BUNTING.
Jan. 5, 1855. 103-4t—19-6t

FOR RENT.

A LARGE and commodious HOUSE, with suitable out houses, situated 12 miles from Wilmington, at the terminus of the W. & T. Plank Road, and built for the purpose of a Boarding House. The situation offers rare inducements to any person who may wish to engage in the business of Tavern keeping, being situated at Topsail Academy where a number of boarders can be readily obtained, there being a male school in successful operation, and a female school in contemplation.
For terms inquire of N. N. Nixon, Wilmington, or JOS. M. Foy, Scotts Hill. J. M. FOY, Agent.
Jan. 10th, 1854 107-1t-w19tf

BLACKSMITHING.

THE Subscribers would respectfully inform the citizens of Wilmington and surrounding vicinity, that, having in their employ at their NEW ESTABLISHMENT, the most skillful workmen to be obtained in the country, they are prepared to furnish TURPENTINE MAKERS, at the shortest notice, with WOOD'S CELEBRATED ROUND SHAVES, and FARMERS with PLOWS of any and all discriptions, of superior adaptation to SOUTHERN AGRICULTURE, to any thing of the kind ever imported from the NORTH. HORSE SHOEING DONE IN THE VERY BEST STYLE.
Wilmington, N. C. L. WOOD & CO.
Jan. 12th, 1855—19-6m North Water Street.

SASH AND BLIND FACTORY.
THE Wilmington Sash and Blind Factory is in opperation again, and is prepared to execute all orders at short notice for Sash, Blinds, Doors, Scrolls and Brackets of any shape or figure. Collumns for Porches, Mouldings of any pattern or size, Banisters and Hand Rails for Stairway. Turning of any dimension.
The proprietor solicits the patronage of his friends and the public at large, and hopes to merit the same by the well execution of his work and prompt attention to all orders forwarded to him.
Office and Factory first building North of the Wilmington & Raleigh Rail Road Depot. S. P. IVEY.
Jan. 12th, 1855. 19-5t

W. & M. RAIL ROAD.
KEMP & BONHAM, Merchants and Distillers, at Jonesboro', N. C., are prepared for the purchasing of Turpentine, at highest market price, either for Cash or Barter
Sept. 7th, 1854 2-3t—1-6m

CLEAR THE TRACK.
I HAVE just returned from New York with a large and extensive assortment of goods of almost every description admirably adapted to town or country trade, all of which will be sold very low either at *Wholesale* or *Retail*. Country Merchants wishing to purchase small stocks, or persons wanting goods by the piece, would find it to their advantage to give me a call before making their purchases elsewhere, as I am determined to sell, if I can get a chance; my stock consists of Dry Goods, Hats, Boots and Shoes, Hardware and Cutlery, Hollow Ware, Crockery, Glass and Stone Ware, Saddlery, Nails, Groceries and Provisions of all kinds. Come and see for yourselves. A. B. McCALEB.
Nov. 3d, 1854 9-tf

TAKEN UP

AND Committed to the jail of Onslow county, on Tuesday, the 31st of October, a negro boy, who says his name is JIM, and belongs to T. Pollock Burgwyn, and runaway from the Bryan plantation, given to Burgwyn by George Pollock. Jim is about 21 years old, and about 5 feet 5 or 6 inches high. The owner of said boy is requested to come forward, prove property, pay charges, and take him away, or he will be dealt with as the law directs. M. L. F. REDD, Sheriff.
Jacksonville, N. C., Nov. 4th, 1854 10-tf

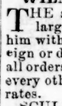
WANTED,
A COMPETENT SCHOOL TEACHER, for district No. 23, on Colvins Creek, New Hanover county, apply to JOEL L. MOORE, A. M. COLVIN, JNO. HENRY, } Committee.
Oct. 20th, 1854 7-tf

TO TURPENTINE MAKERS!
THE Subscriber having located himself at Black River, at the site known as Beatty's Bridge, is prepared to purchase Turpentine delivered at his landing, at Wilmington prices, less the difference of Freight.
JNO. S. JAMES.
May 6th, 1854 206-1t-36-tf

WILMINGTON MARBLE AND STONE YARD.
THE subscriber having accepted the agency of several large establishments at the North, which will furnish him with no unlimited supply of finished or unfinished foreign or domestic MARBLE of all qualities, is prepared to fill all orders for MONUMENTS AND TOMB-STONES—and every other article in the line of the business, at reasonable rates.
SCULPTURING, LETTERING, or CARVING, executed as well as can be done either North or South.
The best of reference can be given if required.
March 10 1854—27-tf JAMES McLARANAN.

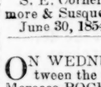
BELLS, BELLS, BELLS.
THE Subscribers manufacture and keep on hand a large assortment of Bells suitable for Churches, Academies, Factories, Steamers, Plantation, etc., mounted with their Improved Hangings, the most efficient in use. Their establishment has been in operation Thirty Years, having turned out nearly 10,000 Bells averaging 600 lbs. each; and its patterns and process of manufacture so perfected, together with recent improvements, that its Bells have an unequaled reputation for volume of sound and quality of tone. They have just received—Jan. 1854—the FIRST PREMIUM (A Silver Medal) of the WORLD'S FAIR in New York, over all Bells from this Country or Europe. Having a large assortment of Bells on hand, and being in immediate connection with routes in all directions, either Rail Road, Canal or River, and but 4 hours from New York, we can execute orders with dispatch. Address A. MENEELY'S SONS,
May 19, '54.—37-12m West Troy, Albany Co., N. Y.

FOR SALE,



A CONVENIENT TWO-STORY DWELLING HOUSE, and also two vacant lots adjoining the same, on Harnett street, in the Northern portion of the town of Wilmington. The House is nearly new and in good order, having been recently painted. It is now occupied by a good tenant, at a rent of $200 per annum. There is an insurance of $1,000 on the dwelling house, in the N. C. Mutual Insurance Company.
For further particulars, enquire of
Feb. 17.—24-tf] WM. H. LASPEYRE.

LAND FOR SALE.



I OFFER FOR SALE two tracts of land, lying on the Holly Shelter Road, in New Hanover County, 22 miles from Wilmington; one containing 461 acres, and known as a part of the Richland Tract, and the other containing 112 acres, and lying at Lane's Ferry, on the North East River. The larger tract is good farming land, equal for agricultural purposes to any land in the lower part of the State. The smallest tract is pine land.
Mr. Isaac James will take pleasure in showing the lands to any parties desirous of purchasing.
D. M. MILLAN.
Dec. 29, 1854. 17-3mw*

TALLOW WANTED.—The highest market prices will be paid for Tallow, by WESSEL & EILERS.
Sept. 1st, 52-tf

DISSOLUTION.
THE Co-partnership heretofore existing under the name of KING & MCKINNIE, is this day dissolved by mutual consent. All persons having claims upon the firm will present them to Mr. King, and all indebted, will pay the same to him. It is necessary that the business of the firm should be closed immediately. JEREMIAH J. KING.
D. F. McKINNE.
J. J KING will continue the Butchering business under his own name, and hopes, by strict attention to the same, to merit and continue to receive a liberal share of public patronage.
☞ The highest CASH prices given for good Beef Cattle.
Jan. 5, 1855. 18-tf

H. HARBAUGH,
WILMINGTON, N. C.,
RESPECTFULLY informs the public that he is prepared to execute PLANS of evry description—such as State and Court Houses, Banks, Prisons, &c. Also, Churches, Cottages, and other public and private edifices, Brides, Roofs, &c. &c., all with Specifications and Contracts made for the same.
Orders through the Post Office will receive prompt attention, and Plans drawn and sent to any part of the country at short notice.
Jan. 29th, 1855. 20-6m

STEAM SAW MILL FOR SALE.
I WILL Sell my PORTABLE STEAM CIRCULAR SAW MILL, situated on Topsail Sound Plank Road, nine miles from town, if application be made within two weeks. The Mill is 20 horse power, all complete with two excellent Saws. Apply to N. N. NIXON.
Jan. 19th. 1855. 20-3t

$10 REWARD.

RUNAWAY from the Subscriber, a negro man named "MOSES," bought yesterday at the sale of the negroes belonging to the estate of Daniel S. Sanders, Esq. MOSES is about 33 years old, rather light colored and of small size. He has a wife at Mr. Henry Howard's, in Brunswick county, where he may possibly be lurking. The above reward will be given for his return to me, or his lodgment in any jail so I can get him.
JOHN R. HAWES.
Black River, New Hanover Co., Jan. 16th, 1855 20-3t*

Drugs, Medicines, Paints, Oils, &c.

JUST RECEIVED.—10,000 lbs. White Lead, Pure, Extra and No. 1; 1,000 lbs. Black Lead, in Oil; 1,000 lbs. Venetian Red, in Oil; 1,000 lbs. Yellow Ochre, in Oil; 25 bbls. Blake's Fire Proof Paint; 40 bbls. Silver's Plastic Paint; 10 bbls. Linseed Oil; 5 bbls. Lamp Oil; 5 bbls. Common Oil; 5 bbls. Machinery Oil; 400 lbs. Chrome Green, Dry and in Oil; 200 lbs. Chrome Yellow, Dry, and in Oil.
A full assortment of PAINTS always on hand and for sale, wholesale and retail, by W. H. LIPPITT,
Nov. 1 Druggist and Chemist.

1,000 BOXES Window Glass, assorted sizes and brands, for sale at Manufacturer's prices, by WM. H. LIPPITT, Druggist and Chemist.

200 OZ. Sulph. Quinine; 10 bbls. Epsom Salts; 1 cask Cr. Tartar; 1 cask Sup. Carb. Snda; 50 lbs. Seidlitz Mixture; 10 lbs. Rochelle Salts; 50 lbs. Gum Opium; 50 lbs. Gum Guaiacum; 1 bbl. Gum Camphor; 500 Black Pepper; 300 Alspice; 50 lbs. Calomel; 50 lbs. Nutmegs; 25 lbs. Iodid Potass; 50 lbs. Mace; 10 lbs Sulph. Potass; 100 lbs. Rhubarb; 50 lbs. Ipecac.
For sale wholesale and retail, by W. H. LIPPITT,
Feb. 23.] Druggist and Chemist.

JUST RECEIVED FROM PHILADELPHIA:—
1 case Sulph. Quinine; 50 ozs. Calomel;
10 ozs. Sulph. and Acetate Morphene;
25 ozs. Cinchonia; 5 ozs. Salarine;
25 ozs. Blue Mass; 10 ozs. Chloroform;
19 bbls. Epsom Salts, and a choice collection of Chemicals from the Labratories of Poms & Weightman and Chas Ellis. For sale cheap at C. & D DuPRE'S,
June 10] Drug and Chemical Store, Market-st.

OILS! OILS!!—Just Received a fresh supply of Linseed, Train, Lard, Fish, Elephant, Whale and Sperm Oils. For sale by W. H. LIPPITT, Druggist and Chemist.

JUST RECEIVED FROM BALTIMORE & PHILADELPHIA. 25 bbls. Silver's Fire Proof Paint, all colors; 20 casks Spanish Brown; 10 do. Venetian Red; 5 do. Yellow Ochre. For sales by C. & D DuPRE,
June 10. Druggists & Chemists, Wilmington, N. C.

Schools.

FLORAL COLLEGE.
THE twenty-seventh term of this Institution will commence on the 15th January, 1855, under the superintendence of CHARLES CLARK, A. M., assisted by an able corps of instructors.

TERMS PER SESSION.

Tuition in Preparatory department	$8
" " College course	15
Music on Piano	20
" " Guitar	15
French	10
Painting	10
Board at Stewart's hall per month	7

Mr. Neill Alford, of Marion District, S. C., having taken charge of this department, the Trustees have full confidence that the duties will be discharged satisfactorily.
M. C. McNAIR, Sec'y.
Jan. 10, 1855. 20-1m

NEW SCHOOL.
MR. J. RADCLIFFS, a graduate of the S. C. Military Academy, designs opening a School in the town of Wilmington on the 1st of February next, for the instruction of boys, and of preparation for an advanced scientific course. In addition to all the usual elementary branches, several texts will be introduced in Pure and Mixed Mathematics. The Elements of Geometry, Algebra, with its application, to the solution of Geometrical Problems, to Conic Sections, and to Fluctions, or the Differential Calculus. Plane and Spinical Trigonometry, with their respective applications to heights and distances. Land Surveying with field practice, in connexion with which will be taught Topographical Drawings. In order to conform his system as nearly as possible with that adopted by Military institutions generally, he further proposes to teach the Squad and Company Drills, with other Military exercises, two afternoons in every week, free of charge. A synopsis of the course of study in each class will be distributed on the day of commencement. Applications may be left at the store of Messrs. Brown & Anderson. Terms made known on application.
REFERENCES:—The Faculty of the State Military Academy, Charleston; The Board of Visitors, viz: Gen. J. Jones, Graniteville, S. C.; Gen. F. Jamison, Orangeburg, C. H.; Gen. D. Wallace, Somerville, Union District; Gen. J. H. Means, Buck Head; Col. J. D. Wilson, Society Hill, Darlington District; Gen. R. G. M. Dunnovant, ninety-six Depot, Abbeville; Wilmington, T. W. Brown, W. S. Anderson.
Jan. 5, 1855. 18-tf

GOLDSBORO' FEMALE COLLEGE.
THE third Session of this Institution commences on Wednesday, the 3rd of January, 1855, and ends on the 3rd of June, 1855.
Rev. JAS. H. BRENT, A. B., President.
Dr. MORGAN CLOSS, late of Chapel Hill, Prof. of Mathematics.
And a full corps of Teachers in every branch.

Board, including Washing, Lights, Fuel, &c., per session,	$50 00
Tuition in Primary Department,	$10 00
Collegiate Department,	$20 00

One hundred dollars will cover all expenses of the session in the Collegiate course and all ornamental branches.
Pupils in primary department charged the usual price for ornamental branches. One half payable in advance.
Three Lectures on scientific subjects will be delivered each month.
We are making every effort to render the School the first in advantages and cheapness, and pledge to reduce prices, and multiply the advantages in proportion to the increase of patronage. When our number of pupils reaches 200 we shall be able to reduce the prices nearly one half, every one aiding us, is also aiding in placing the means of a superior education within the reach of almost every girl in the State.
We return thanks for the unexampled support we have had and believe it will be continued. For further information apply to the President of the faculty, or myself.
WM. K. LANE,
President Stockholders.
Dec. 15, 1854. 15-tf

TOPSAIL ACADEMY.
THE exercises of this Institution will be resumed on the 2d day of Oct., 1854, and will be continued for a term of ten months, divided into two sessions. The course is thorough and extensive, embracing all of the studies usually taught in a preparatory school.

TERMS PER SESSION OF FIVE MONTHS:

Primary Department	$8 to $12
Academic	16
Collegiate	20

Board will vary from $8 to $10 per month.
For further particulars, address N. N. NIXON,
Pres't Board of Trustees, Wilmington, N. C.
Sept. 28th, 1854 24-3t—5-tf

CO-PARTNERSHIP NOTICE.
THE Subscribers have this day formed a Co-partnership under the firm of KING & NIXON, for the purpose of carrying on the BUTCHERING BUSINESS in the town of Wilmington.
Persons having stock to dispose of, will receive the fullest market price for a good article. They intend offering constantly, at their Stall in the Market House, the very choicest meats that can possibly be procured, to which they invite the attention and patronage of the public.
H. KING,
C. H. NIXON.
JAN. 1, 1855. 19-3m*

SPLENDID HORSE FOR SALE.
THE Subscriber offers for sale a fine Stallion, 3 years old, weighing 1100 pounds. Any person wishing a good Stock Horse would do well to call and see him. He is pronounced by impartial judges, and men who are judges of horses, to be one of the finest horses ever raised in Duplin County. D. T. BONEY.
Teachey's Depot, N. C., Oct. 27th, 1854 8-tf

$50 REWARD.

RUNAWAY from the subscriber, on 4th January, 1855, his negro man ISRAEL, and his wife "KATY;" with their three children. Israel is about 47 or 48 years old, copper-colored, 5 feet 8 or 9 inches high, and well proportioned, has lost one of his upper front teeth, and walks with his toes rather turned in. "Katy" is reasonably tall, well proportioned, dark color, has lost two of her upper front teeth, and is about 43 years of age, and has a boy child about 12 months old; of the other children, one is a girl about 9 years old, resembling her mother, the other is a boy about 5 years old, copper-colored, resembling his father. I will give the above reward to any person who will return said negroes to me, or confine them in any Jail, so I can get them, and an additional reward of one hundred dollars for evidence sufficient to convict any white person of harboring said negroes. ELISHA PORTER, Sr.
Sneed's Ferry, Onslow Co., Jan. 19, 1855 20-tf

$50 REWARD.

RANAWAY from the subscriber, on the 1st Jan., 1855, his negro boy TOBY.
TOBY formerly belonged to the Estate of Owen Holmes, deceased. He is well known in Sampson County, and has a wife on the plantation of Wm. Ashford, Esq., in said county.
He is about 26 or 28 years old, 5 feet 8 inches high, and very black color—a Blacksmith by trade.
The above reward will be paid for lodgment of said negro in the jail of this county. I will give $40 reward for his lodgment in Sampson County jail. J. L. MEARES.
Jan. 26, 1854. 21-tf

VALUABLE LANDS FOR SALE.
I WILL be offered at public auction, on Saturday, the 24th day of February, 1855, at the Store of C. Henry, Esq., on Black River in New Hanover county, a tract of land lying on Black River, known as "Caledonia Island," and containing one hundred and fifty acres more or less. The above tract is mainly Cypress Swamp, and also contains large quantities of white oak and otter timber. It lies on tide-water, and is very valuable as shingle land.
Also, at the same time and place, will be offered another tract, known as "Straw-horne Cove," also lying on Black River, and adjoining the lands of Enoch Hawes and others, containing forty acres

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, FEB. 2, 1855.

The Re-Election of Mr. Slidell.

The Hon. John Slidell, at present United States Senator from Louisiana, was re-elected on the 22d inst., by the Legislature of that State, for six years, after the expiration of his present term. Mr. Slidell is known as a Democrat of the straitest sect — one in whom there is no sympathy with *isms* and inconsistencies, and who had been for the last year the object of the most bitter hostility on the part of the new organization, and his exclusion from the United States Senate a cherished object with its members. Under these circumstances, the re-election of Mr. Slidell by a vote of 74 votes, while his competitor, John Moore, received 38 votes, and all others 7, is a triumph of Democracy equal to any known in the palmiest days of the party, and affords another evidence of the fact that none of the various forms of opposition to the Democratic party and its President, have been able to make any serious impression at the South. It is a note-worthy fact, that no single Southern State that went for Pierce and King, has since failed in a State election to go for the Democratic party, and that in the fullest sense of the term, not in the half-way-no-party sort of way that we sometimes hear popularity — hunters talk. They have *put the thing through*. There *are* parties. There *is* a Democratic party—a party, which, at every turn of the wheel asserts its position as *the* party of the country; and there is a party in opposition to this, composed, at different times, of different elements, but always having a common antagonism to the great Democratic principle. Whatever little local fusses or feuds may serve to weaken or divide this great Democratic party, the principle remains, and, spite of Know-Nothingism, or any other form of opposition, is predominant in all great contests at the South. The short-sighted politician who has neither fixed principle to guide him in the right way, nor discernment enough to indicate to him the prudent one, may felicitate himself upon his smartness in getting into every little eddy, mistaking it for the main current, and thus, while he thinks he is making famous progress, he finds himself moving in a circle, aimlessly and unprofitably, neither serving himself, his party, nor his country; no nearer to the promotion for which he seeks, but immeasurably farther from the confidence of all consistent men.

Wilmington and the Crimea.

At last it would seem as though the war had reached us, and commenced its depredations upon our commerce. *Our* Steamship, named after the old North State, and constructed to run between Philadelphia and Wilmington, is to leave the former port on Saturday next for Liverpool, upon her arrival at which point, it is supposed that she will be chartered by the British Government to go to the Crimea with troops and stores,—to carry bayonets instead of barrels—redcoats instead of rosin.

Was there no other steamship in the whole united world but our *one*, that they must have *that*? Could Bull and Bull-frog find no other conveyance to the devil but on board the "North Carolina." It is truly hard that our *whole fleet of steamship* must be turned up an accessory of destruction and loaded with bombshells and *other provisions*. But let her go. We intend building one on our own hook some of these days, and we want a clear field for our operations. The keel of our new and splendid steamship will be laid as soon as we hear of some rich old codger having defuncted after making a will leaving something like half a million or thereabouts to the Editor of the Journal. We insist that it shall be to the *Editor* in the singular number,—we don't want to be bothered dividing.

Later from Europe.

The British Steamship Africa arrived at Halifax on the 30th with one week later news from Europe.—Her dates are to the 20th. There is nothing from the Crimea. The Allies are constantly receiving re-inforcements. Russian re-inforcements were advancing by forced marches. The Turkish force in the Crimea was to be raised to 60,000 men during the present month. The Russian force which had crossed the Danube into the Dubrodscha had re-crossed to their own side. It is said that the Austrian Minister had demanded an explanation of the affair from the Russian Ambassador, the Principalities being held by Austria. The chief interest centres upon the proceedings of the Diplomatists at Vienna. The hopes of peace and fears of a protracted war are about balanced. Private orders from Vienna say that Prince Gortschakoff had been instructed to accept any terms except the reduction of the Russian fleet and the occupation of Russian territory. These last are precisely the "material guarantees" about which the Allies have talked so much. An effort is made to get the Allies to consent to an armistice while Russia continues her preparation, so that it would seem as though the only object of Russia was to give time.

SPAIN.—The new constitution had been submitted in the Chambers. The main features are that sovereignty eminates from the nation; the religion of the nation to be Roman Catholic, but toleration to be allowed; the press to be free; confiscation of property and the death penalty for political offences to be abolished; a national guard to be established; the legislature to consist of two chambers; senators to be elected for life with property qualifications; one representative in every fifty thousand citizens to be elected; the Cortes to meet annually and to regulate the strength of the army; also to give assent to royal marriages, and appoint a regency when occasion requires.

☞ Thos. J. Lemay, Esq., proposes to publish a monthly periodical in the city of Raleigh, to be devoted to the "interest of the Farmers and Mechanics of North Carolina," and solicits subscriptions for the same. Price $1 per annum.

A dispatch to the Columbia *Times*, dated the 25th inst., from Charlotte, N. C., says:—

The Rev. Cyrus Johnson, D. D., of this town, died very suddenly of apoplexy, this morning, in an omnibus, whilst going to the Rail Road Depot. He was on his way to Fort Mills for the purpose of marrying a gentleman and lady this evening. He was the second clergyman who had been engaged to perform the ceremony. The Rev. A. S. Watts, who had been engaged for the same purpose, died on the day appointed for the wedding, and was buried yesterday. Dr. Johnson will be buried to-morrow.

It is said that a great many of the drug stores in New York belong to physicians, but as it is considered rather *infra dig.* to be connected with a store, they usually carry on the shop under another name. In many such cases they avail themselves of the service of some unfortunate foreigner, whose necessity compel him to accept of from $3 to $5 a week, the usual pay of drug store clerks for seventeen hours' attendance daily for six days in the week, and nineteen hours on Saturday.

THE ENGLISH IRON TRADE.—A circular dated Birmingham, Jan. 11, says:

The ironmasters' meeting to-day was fully attended. The hall and committee-rooms were during the day crowded. Such houses as Barrows and Halls (the producers of what is called market iron) were understood to be firm, but, taken generally, the prices of iron was reduced to 40s. per ton. Bars are therefore at about £9. The concluding meeting will be held at Dudley on Saturday, but there is no reliance to be placed upon prices fixed at quarterly meetings; they are eventually settled by necessity. A considerable demand for manufactured iron exists, but the North American call, which used to be very considerable, is restricted and uncertain. So soon as the American trade is improved our exports across the Atlantic may be expected to be better in proportion.

Legislature.

On the 24th inst., the Senate passed the bill for the western extension of the Central Railroad, introduced by Mr. Fisher, of Rowan. The House passed the Wilmington and Charlotte Railroad bill by seventeen majority. The bill was amended on motion of Col. Meares, making it optional with the stockholders to extend to Smithville, if desired. Also, on motion of J. G. Bynum, to extend to Rutherfordton, under the same charter. It was thought by some of the friends of the bill that the latter amendment would weaken it in the Senate, but the better opinion seemed to be that it would not weaken it. It was shown satisfactorily that not a cart-load of produce from that region would ever pass over the Central Road, as it has easier access to Charleston. The road direct from this place is the only one that could bring a pound of that produce to a North Carolina market.

The House passed the Free Suffrage Bill as it came from the Senate.

The Senate passed the bill re-chartering the Cape Fear Bank, with an amendment restricting it from issuing its own notes under five dollars, or paying out from its counter the notes of any other Bank of a less denomination.

A bill for the division of Cumberland County has also passed its second reading in the House by a large majority. The new county to be called Cape Fear.

The Legislature has indicated the 10th of February as the time for adjournment of both houses. Considerable efforts seem to be making for the despatch of business, but we hardly think that an adjournment can be had for at least ten days after the time specified.

We learn that the Senate yesterday passed the bill for a road from a point on the Raleigh and Gaston Road to the mines in Stokes County, the State to take two-thirds. Also, the bill for a road from the coal mines to Beaufort, via Fayetteville and Warsaw, the State taking $10,000 a mile.

On Saturday, in the Senate, bills were introduced to incorporate the Clemonsville and Thomasville Plank Road; for the improvement of Roanoke River; to incorporate the Dan River Steam Navigation Company; to incorporate the Gulf and Deep River Manufacturing Company.

The bill for the uniform valuation of lands, and for the listing and levying taxes the same year, passed its second reading. The bill for a lien on steamboats, ships, and other vessels, for the benefit of Carpenters, etc., passed its third reading. A bill for the increase of the capital of the Western Plank Road, and a State subscription to the same, passed its third reading. A bill for the protection of sheep from destruction, by vicious dogs, passed its second reading. A bill to incorporate the North Carolina Baptist Bible and Publication Society passed its third reading. The bill authorizing the holding of two weeks term of Superior Court, in New Hanover County, passed its third reading.

The Revenue Bill passed its second reading in the House, without a division. The House Committee on Internal Improvements reported favorably upon the bill amending the charter of the Western Plank Road Company, and unfavorably upon the bill chartering the Norfolk and Albemarle Railroad.

The engrossed bill, chartering the Western N. C. Railroad, passed its first reading, and was made the order for Tuesday.

In the Senate on the 29th (Monday,) Mr. Hoke introduced a bill to re charter the Bank of the State of North Carolina.

On motion of Mr. Graham, the bill making provision for the payment of the public debt was taken up

After considerable debate and some amendment, the bill passed its second reading.

Mr. Rayner a series of resolutions concerning a Marine Hospital in the town of Wilmington, which were adopted.

The special order, being the bill to repeal so much of the act of 1852-3 as provides for the appointment of a Superintendent of Common Schools, was taken up, and after considerable debate, was rejected. Ayes 12, Nayes 26

The bill to lay off and establish a new county by the name of Allegheny, was read the second time and rejected by ayes 15, nays 21.

The bill to incorporate the Chatham Railroad Company was read the second time and passed.

The bill to incorporate the Greensboro', Madison and Virginia Plank Road Company, was read the second and third times, and passed. Also, the bill to incorporate Trent River Navigation Company.

In the House of Commons, various reports were made by the Committee on Corporations. Mr. Houston introduced a bill to incorporate the town of Magnolia in the county of Duplin, which was read the second and third times.

The committee on education, through Mr. T. H. Williams, reported upon the bill to establish Normal schools in each congressional District.

Mr. T. H Williams introduced a bill concerning the Literary Board, which was referred to the Committee on education.

Mr. Houston introduced a bill incorporating the Warsaw High School, which was appropriately referred.

The hour having arrived for the consideration of the Revenue bill, under special order, it was read the third time; and after considerable debate, and various motions to amend, the question arising on the passage of the bill the third time, the ayes and nays were called and the bill passed, ayes 82, nays 26.

Mr. J. G. Bynum moved to reconsider the vote by which the bill was passed, in order to prevent its being called up again. The House refused to reconsider and then adjourned.

Arrival of the George Law.

The steamer George Law arrived at New York, Thursday morning, about half past nine o'clock, with the California mails of the 1st instant, and $1, 251,000 in gold.

The news by this arrival is unimportant. There had been no rain until the day the steamer sailed, when a tremendous storm prevailed

The Panama Railroad will probably be formally opened on the 10th February.

The storm of the 1st instant did much damage at San Francisco. It was more severe than any storm experienced since 1852.

The depression of the mining interests for want of rain was severely felt. The interior traders were doing no business.

The Supreme Court of California declares Sacramento to be the capital of the State.

James Hogan, the city marshal of Oakland, is a defaulter to the amount of $20,000.

Thirty State prisoners made their escape on the 27th ultimo.

The steamer Sonora was robbed of $27,000, on the way down to Panama, $13,000 of the sum was recovered, and the carpenter and boatswain were arrested on suspicion. The State legislature was to meet on the 7th inst. The only question of importance was the election of a successor to Mr. Gwin in the U. S. Senate. Mr. Gwin and Mr. Broderick were the principal candidates.

The dry season had seriously affected the mercantile community, and prices had given way a little. The supply of gold from the interior was limited, and the drain was severely felt.

The rains of the 1st inst. had given fresh hopes, and it was thought business would revive. A large quantity of earth was prepared for rain in the dry diggings, and the indications were favorable to the miners commencing active operations, thus influencing business throughout the State.

From California.

By the steamers Star of the West, at New York, and Daniel Webster, at New Orleans, we have one week later from California. The Star of the West brings $640,000 in gold. Copious rains had fallen, and the miners and agriculturalists were rejoicing under the improved prospects. The Governor's Message sets down the State debt at $1,284,142. The 10th of January was fixed upon by the Legislature for the election of a Senator to succeed Mr. Gwyn.—King Kamehameha of the Sandwich Islands is reported dead, as also that his son has been declared his successor.

FRENCH SPOLIATION BILL.—The U. S. House of Representatives on Saturday last, passed this bill by a vote of yeas 110, nays 76. It differs somewhat from that heretofore passed by the Senate. The bill, we believe, provides for the appointment of three commissioners to adjust the claims, and of an attorney who shall defend the government against unjust applications for relief. The commsssioners are required to sit two years, and five millions is made the limit of the expenditure for the object proposed.

THE TEXAS RANGERS have all been mustered into the national service. Three of the companies have been sent to Fort Clarke, and three to Fort Chadbourne.

Remarks of T. H. Williams,
OF NEW-HANOVER;

Delivered in the House of Commons, Jan 10, 1855.

The House having resolved itself into committee of the whole to consider the bill to incorporate the Bank of Wilmington, Mr. Williams, of New Hanover, rose and said:—

MR. CHAIRMAN:—This is a subject of grave importance to the people of North Carolina, upon which I feel less competent to address the House than upon any other that may probably engage its attention the present session. Involving, as the discussion necessarily will, an examination into the whole Banking system of the State, it will indeed be a task of difficult undertaking for the ablest among us, much less for him who now attempts it. Being raised in the country, unconnected with mercantile or professional pursuits, and therefore unacquainted to a considerable extent with the business operations of commercial life, places me under great disadvantage in the discussion of the question; but the relation I sustain to a constituency, deeply interested in the success of this measure, induces me to disregard these personal disadvantages, and to claim the attention of the House upon the merits of the bill.

The subject of Banks and Banking, Mr. Chairman, has for centuries engaged the profound consideration of the ablest financiers of the world From the inception of its simplest principles in the tenth century until the present, it has undergone the ordeal of rigid scrutiny and public discussion; and upon this subject, as upon many others, the amount of ability by which it has been advocated and opposed, has been very imposing, and nearly divided upon either side. In entering into the history of this subject, and tracing it up to the present, I hope not to be understood, as I certainly do not design, giving any thing of a partizan character to any remarks I shall make. In turning to Roman history, we find that the great controlling element of modern times—the commercial interchange of the commodities of the world, owes its origin to a limited commerce, carried on from the tenth to the fifteenth century, between a few Italian States, and that this alone was the only species of national trade then known to Europe. To the rise and perfection of this system we are indebted for the institution of banking. When Italian commerce began to spread itself to more distant markets, some other means of trade, than the actual exchange of property itself, was found to be necessary—some circulating medium was required—some standard, which by legal as well as general consent, should measure and represent the value of property, and thereby facilitate its exchange. Various articles were used for this purpose, but none found to be so well adapted to the business or use of trade—uniting such a just proportion between an intrinsic and representative value as that which we denominate money.

The word Bank is of Italian origin, and derives its name from the custom of the Jews in sitting upon the benches of the market places to borrow money. The first bank was established at Venice, in 1157, to assist the expedition of the Crusades. This Bank answered but one of the purposes of our present banking system, being a bank exclusively of deposit.

In 1345 a bank was established at Genoa, and re-established in 1407, uniting the business of loaning money to receiving deposites, and dealing considerably in bills of exchange. In 1350 the privilege of banking were granted to the cloth merchants of Barcelona, in Spain. In 1609 the Bank of Amsterdam was established, in 1619 the Bank of Hamburgh, in 1635 that of Rotterdam, and in 1694 that of England. This last mentioned Bank may be said to be the great fount of our present banking system, uniting the three departments of deposits, discounts and circulation. It was projected by a merchant named Patterson, and was chartered to assist William and Mary in carrying on the war against France. Here arose an alliance which has ever since existed, and been handed down to us, between governments and such chartered institutions. In 1690 paper money was issued in the colony of Massachusetts to assist the expedition against Quebec In 1712 a Bank was established in South Carolina, and 1730 in Rhode Island, Connecticut, New-Hampshire, and Pennsylvania. But so irregular was the value of this currency—so destructive to the healthy trade of the colonies—so injurious to their morals and pursuits, that the British Parliament in 1763 prohibited the issue of any more paper money by the colonies This prohibition lasted until the war of the Revolution, when our Congress, to enable us to prosecute that war, authorized the issue of what was denominated *Continental money*, and made it treason on the part of our citizens to refuse it in payment of military stores This extraordinary legislation could only be justified by the extraordinary crisis of our affairs, for its deleterious effects were felt for a long time after the close of that war. The Bank of North America was chartered in 1781, repealed in 1785, but rechartered for fourteen years in 1787, and then continued by successive acts of the Pennsylvania Legislature. In 1781 the Bank of the United States was chartered with a capital of ten millions, by the General Government, and expired in 1811. In 1816 the Bank of the United States was chartered, with a capital of thirty five millions, and at its expiration in 1836, the number of State Banks had increased from 89 to 567, in 1840 to 901, and on the 1st January 1854 to 1,208, with an aggregate capital paid in of $301,476,071.

Thus we see, Mr. Chairman, that from the foundation of ours, and almost every other Government, paper money has been issued and recognised as a par-value currency. Sanctioned by the different Legislatures, they have issued and circulated their notes in all parts of the country and been adopted as the universal medium of exchange. Purporting to be convertable into gold or silver, which they promise to pay on demand, each note goes out as the reputed representative, and the aggregate issue of these notes represent the specie basis of circulation. Any increase or diminuation in the amount of this circulation alters the relation between debtor and creditor. A change of either may effect materially the price of money, and therefore its relative value as a circulating medium, while on the increase every trade, occupation or profession seems embued with new life and activity. Every enterprise finds ready purses and willing hands. Our whole population feels its stimulating effect—industry toils with hope—commerce widens its scope, and wealth spreads its bounties to every eye. But change the scene. Every thing is now dark, gloomy and uncertain. Trade languishes, business stagnates, apprehension and distrust are felt by the entire community. But none feels so sensibly its keen distress as the laborer who toils for his daily bread Paralized in his efforts and encompassed with want, the gloom of despondency settles thickly around him, and the bright star of promise falls from the dark bosom of his future.

But sir, I admit that until a very recent date, a great deal of the elements of party have been mixed up in the charter and management of banking institutions. The one party opposed on the grounds that they saw in the incorporation of such institutions a return to the old system of Feudal tyranny—a concentration of power in the hands of the few—the withdrawal of capital from other more legitimate sources of investment, and a consequent neglect of agricultural improvement. The Bank of the United States was chartered under the auspices of one who declared it to be a "political engine," assuming as well to regulate the political as the financial affairs of the country. Was it not reasonable to suppose that the party against whom such formidable opposition was directed, should have united and bent all their energies, to its overthrow and defeat? The consummation of this desire was effected by the executive veto of President Jackson, for which he deserved that gratitude commensurate with the achievement of a second delivery of his country. But as one party praised, the other as loudly condemned. While the one looked upon our banking system as the great disturbing cause of our financial difficulties, the other praised it as the great panacea to cure the evils of a deranged currency—to regulate and equalize the rates of exchange and to set wealth afloat through the whole community.

But the happy mean betwen these extreme opinions has been attained and a compromise effected which, while it removes the cause of apprehension, effectually shields the public against injury or loss. The introduction of an element, not possessed by former institutions of the kind, requiring the private property of the stockholders pledged to a redemption of the notes, has confined their circulation to a necessary limit, checked overissues, and safely guarded the public interest against the injury resulting from the unnecessary inflation or expansion of the currency,—Had the Bank of the United States with other State institutions of that day, possessed this element, instead of having its capital invested in State, company and corporation stocks, subject at all times to disastrous fluctuations, the distressing scenes of 1836-7 which almost abolished our code of public morals, would not now be so indelibly impressed upon the recollection of the public mind. The banks of Scotland posse this binding clause, and I am told uniformly present her citizens with a reliable per value currency.

While then the public interest is sufficiently protected in the character of these institutions, it only becomes a question for Legislatures to determine what are the commercial wants of the communities, praying for more banking facilities?

It is not a very difficult and undefined proposition in political science to adjust a proper proportion between the monied capital and the permanent wealth of a country. The real wealth of a nation consists in its natural endowments, and the accumulations therefrom, resulting from the employment of labor, after paying the expenses of that labor. No nation can be said to be improved, or her agricultural or commercial wants supplied until she can command labor to improve all her property and the pecuniary ability to pay for that labor. Is North Carolina in this condition? what is her banking capital, and what the extent of her agricultural, mechanical and commercial wants? Has she the requisite capital to bring all her lands into cultivation—to build her Railroads—to incourage her manufactories—to increase her commerce—to foster her common Schools, and seminaries of learning, and to give hope to every enterprise, and protection to every interest? Does she not rather present the extraordinary spectacle of being rich in all the varied resources of wealth, of power and of population, without the means of either enjoying her natural and beneficent endowments, or of adding one gem to her glory, her grandure and her power?

The permanent wealth of North Carolina is estimated to be not less than four hundred million of dollars, while her banking capital is less than five millions, not enough either to buy the products now carried to one of her market-towns, or of supplying the means to the farmers of making these products. When this extraordinary disproportion exists, the principal amount of existing capital is usually absorbed in commercial banking, without extending encouragement to agriculture in that ratio its great importance demands. Commercial banking to be safe and profitable requires loans to be made on actual values, at too short intervals for these values to be produced from the soil, in order that the bank may receive from one man as much as it loans out to another. Its use therefore is to supply dealers on time sufficient to enable them to resell or exchange their purchases, that the reimbursement may meet the loan at maturity.—But little capital in proportion to the business done is required in this operation An example will better illustrate my meanning. The distiller who buys turpentine requires his note to be discounted at bank only on time sufficient to enable him to effect the process of distillation and convert the spirits and rosin into money. The commission merchant turns over his outlay in still less time, requiring only the delay of shipment or resale. These purchases if judiciously made yield a profit which with the original outlay is often invested and brought back in exchangeable values and bartered to the farmer for his second crop Now the only permanent capital required in all this operation is in the farm that produced the article—the land, trees and labor that made the turpentine, and in the still and fixtures that manufactured it into spirits and rosin. Now it is evident, Mr. Chairman, if this farmer wishes to extend his business by purchasing land, or labor, he would require loans to be made to him at times long enough to enable him to produce the amount from his investment. This could not be done with the rapidity of commercial operations. Hence the farmers of our country find but little accommodation at the counter of our banks; the share-holders of these Institutions, perferring like all other occupations, to deal in that business which turns over the largest profits in the shortest time.—This, although usually practiced, is, in my opinion, a mistaken policy, for as all interest depend upon the success of agriculture, the community as well as the banks themselves, must ultimately feel its deliterious effects. And here, Mr. Chairman, by way of parenthisis, I would remark, that in all communities where this scarcity of capital prevails, the legitimate purpose of banking seems to be perverted from that of *loaning* to that of *borrowing* money—men of limited means work themselves into high places and become themselves the largest borrowers.

In order to illustrate the truth of the proposition I have here laid down, I have been at some trouble to collect the statistics from the census of 1850, showing the comparative *amount and means* of wealth of North and South Carolina.

	N. Carolina.	S. Carolina.
Population,	868,903	668,507
Square Miles	50,000	29,000
Population to Square Mile,	17	23
Value of Real & Personal Estate,	226,800,472	288,257,694
No. of Farms in Cultivation,	56,916	21,969
Acres of Improved Land,	5,453,977	4,072,651
Value of Farming Implements and Machinery,	3,931,532	4,136,354
Value of Live Stock,	17,717,647	14,060,015
Value of Animals Slaughtered,	5,767,866	1,302,637
Tons of Hay,	145,662	20,925
Bushels of Indian Corn,	27,941,051	16,272,454
" Wheat,	2,130,102	1,066,277
" Oats,	4,052,078	2,322,155
" Potatoes, (sw't & Irish),	5,716,027	4,472,962
" Rye,	229,563	43,790
Pounds of Rice,	5,465,868	159,930,868
" Tobacco,	11,984,786	74,285
Gallons of Wine,	11,058	5,880
Bales of Cotton,	73,849	300,901
Pounds of Wool,	970,738	487,233
" Flax,	593,796	333
No. of Manufactu'g Establishments,	2,523	1,473
Val. of Cotton & Woolen Manfac's,	855,092	748,338
Value of Iron,	92,347	87,683
" Home Made,	2,086,522	909,525
Total, Cotton, Woolen, Iron, and Home Made,	2,956,323	1,745,567
Tonnage,	45,219	36,072
No. of Vessels built in 1850,	2,681	
State Debt,	977,009	2,061,292
Ordinary Expenses of Government,	75,000	115,000

From these satistics it will be seen that we exceed her in all the *natural elements* and productions of wealth, but in the value of her real and personal estate, and the value of her farming implements and machinery she exceeds us. This can only be accounted for only on the grounds that more of her banking capital is used for agricultural puposes than ours.

While she gives employment to over fourteen millions of dollars, we use but a little over four millions. In these statistics I have omitted the amount accruing from our Fisheries, turpentine, ground Pea, timber and shingle business, which require the employment of a vast capital.

Contending then for the truth of the proposition and holding these opinions, I frankly confess my readiness to vote for an increase of capital at every point when I can be satisfied that there is want of banking facilities. Instead of such increase depreciating our currency by multiplying the chances of mis-management, I believe it will render their operations more healthy and sate by creating that competition and dependence which should exist in all occupations.—By this I do not mean that I would vote for an independent bank in every precinct, but that I would charter banks of large controlling capital, calculated to give permanency to the character of our currency, with branches so located, that spreading their operations as it were in concentric circles will cover, and meet the wants of every locality. I am aware that there is strong opposition to the system of branching upon this floor, but I shall hold myself in readiness to show at the proper time that it is a salutary privilege. It is not for us to say whether under the presen circumstances, the *branching* system, of itself, is an evil; but whether it is not a less evil than the incorporation of so many small institutions.

I come now, Mr. Chairman, to speak of the wants of the immediate applicants for the passage of this bill. And *here* we see that same disproportion between the active and permanent capital of Wilmington, as exists in the State at large, and a greater disparity between her capital and trade than in any of her sister market-towns on the Atlantic coast.

The banking capital of Wilmington is now one million fifty thousand dollars. Her statistic show a large increase in the population, wealth and capacity for commerce within the last five years.

In 1840 her taxable Polls were but	751
In 1853 the same amount to	2,700
Value of town property of the former date,	$533,702
The same at the latter	3,581,229
Depth of water in the bar in June 1853	11½ feet

In January '54 12½—November '54 13½, and within the last eight months 14 feet. Her Tonage in May '54 was 17,500 tons, representing 815 vessels.

Invested by citizens of Wilmington in schemes of a public character $1,280,000, and in vessels and Steamboats $450 500, making their expenditures for such property exceed their present banking capital $680,500. What community however devoted to the cause of Internal Improvement can make such a liberal showing?

I shall now proceed to show, Mr. Chairman, from reliable statistics, that the banking capital is greatly disproportionate to her trade in comparison to other towns and cities of the Union I have before said her banking capital was $1,050,000. The amount of produce bought and sold in her market, or her *aggregate purchases*, foot up to 7,000,000, and her exports exceed ten millions, showing a difference of nearly seven to one. In Savannah there is a like complaint of the want of more banking facilities, and strong efforts are being made to obtain more, but this extraordinary disproportion, as with Wilmington, does not even now exist. Banking capital of Savannah is $3,109,000, exports $8,428,723. In Charleston—with whom Wilmington has to compete for a trade common to them both—the banking capital is $12,000,000, exports $19,000,000; Philadelphia capital $15,000,000, exports $20,000,000; New York $47,754,400 capital, exports about 60,000,000; In Boston the capital is $32,520,525, and her exports but $18,358,875. Now, Mr. Chairman, this bill proposes to increase the present banking capital of Wilmington $800,000. Is it an unreasonable proposition? Is not its necessity shown in the large excess of her external trade over her pecuniary means? It is said by the best writers on political economy that the *internal* commerce of any city exceeds ten times the amount of her *external*. Take the half of this as applicable to Wilmington, and what extraordinary financiering it must require not only on the part of her banks but her citizens to maintain this commerce? Let any member of this body visit that place, as many did during the holli-days, and you will find quantities of produce lying upon her wharves unsold, except upon sixty or ninety days' credit. Is this not injurious to the interests of the producer? Our Banks usually discounting ninety days' paper have been compelled to restrict their customers to thirty day drafts, This affects injuriously our coastwise trade and entirely precludes any accommodation to our foreign importations—Considerable efforts are being made by our merchants to carry on a direct trade with Europe. This requires to be done upon six months' paper, and unless our capital is increased no encouragement in the way of banking accommodations can be extended to them.

Now, Mr. Chairman, it will be recollected by a few now among us, that when Wilmington applied to the Legislature of '46-'47, for an increase of $250,000 in the incorporation of the Commercial Bank, that a bomb-shell thrown into the camp of an unsuspecting enemy, would not have produced more excitement and apprehension than was exhibited upon this floor. Some of the most eloquent speeches of the session were made in opposition to that measure All the dread horrors of bankruptcy, repudiation and disgrace startled the imagination of members—the tocsin of alarm was sounded, and the Legislature warned not launch the old ship of State upon the vast sea of speculation, unmanned and uncaptained, except by wild and inexperienced youth Yes, sir, I and my then more youthful colleague were requested to stand aside—to tarry at Jericho until the symbol of age gave respectability and force to our opinions The wealth of Wilmington was represented to be fictitious, her commerce overstrained and ruinous, and her apparent prosperity but the hectic bloom upon the consumptive patient, denoting only the progress of the disease, and the certainty of its speedy and fatal termination.

Now let these *experienced and financial* gentlemen examine these statistics, and say if their predictions were true—if her trade were overstrained and dangerous—her prosperity fictitious, and all her improvements but paper fabrics, subject at any time to be blown away by the first disastrous gale of commercial distress? This I have marked, Mr. Chairman, as the era when old fogy predictions began to fail, and they themselves became unsuitable representatives of the American character, when their *penny post* ideas of government began to be alarmed, and supplanted by the more buoyant and extravagant notions of Young America. And however extravagant these notions and predictions, there is an element of progress in the American character, that in no instance has allowed them to fail or be forfeited. Instead of Wilmington answering the prediction of her old fogy assailants, she was found to possess within herself the elements of a safe and healthy progress, not resulting from dangerous speculations, but from the advantages of her natural position, added thereto the industry and enterprise of as devoted spirits as ever breathed incense around the altar of patriotism. I might here, Mr. Chairman, indulge my own feelings in eulogistic praise of that people, but when that has been better said by others, modesty would at least impose upon her own sons the reserve of silence I saw a short time since in a little paper published in the outskirts of California, when appealing to its village citizens in behalf of some contemplated project in order to excite their emulation, referred to Wilmington—that a little town of three thousand inhabitants, situated on the barren sand-hills of North Carolina, had actually constructed a Railroad one hundred and sixty miles long. Yes, sir, with that arm reaching into Virginia and the other to Manchester and Charlotte, with a full, broad bosom, fronting Cape Fear and Deep River, the Central Railroad, and all other purely North Carolina works of internal improvement, to receive their treasures into the lap of her commerce, who does not see in the advantages of such a position a future career of increased prosperity, to reward the devotion of her sons, and to attract the admiration of the high-toned, public spirited throughout the land. Whatever schemes of internal improvement this or any subsequent Legislature may project, if they shall have for their object the development of North Carolina resources—their cheap and speedy transit to a North Carolina market town, Wilmington, from the advantages of her position and the enterprise of her citizens will become the larger shareholder in their profits. Let me then especially interest those gentlemen upon this floor, representing constituents living not only upon these works of improvements already completed but all contemplated schemes, to come farward, vote for this bill—give us more capital to buy your produce, and Wilmington will go on prospering and to prosper; the bright arch of promise will still span her future, and one grand, unvaried hue pervade its every part.

The Foreign Military Companies of Massachusetts.

The Boston *Advertiser*, of Monday, strongly doubts the expediency of the measure in reference to the military, recommended by the Governor, and pursued by him, as far as depends on executive action.

"The probability is, that on this, as on many other points, the Governor's views are rather immature. His recommendations were penned under the influence of the one-sided declamations of the lodge, where enthusiastic orators have it all their own way. Certain general principles, perhaps correct principles, if properly qualified and wisely applied, are dwelt upon, exaggerated and distorted. Without taking counsel of experience, or looking to the actual relations of things, sweeping measures are hastily taken up, as the necessary consequence of these principles, from which none but practical mischief can ensue."

The declamation of the Council, not only against persons of foreign birth, but of *foreign extraction*, the *Advertiser* says would have excluded from the military defence of the country many of our most famous soldiers.

The great grandfather of Gen. Washington was a foreigner; so was the father of Gen. Stark, and the father of Gen. Jackson. It has even been doubted whether Gen. Jackson himself was not born in Ireland. Gates was a native of England, Montgomery of Ireland, Hamilton, the son of an Englishman, and born in St. Croix. It is unnecessary to speak of Lafayette, of Steuben, of Pulaski, of De Kalb, and of the numerous other foreign officers of less note, who rendered such important services in the revolutionary war. Not one of these would have been permitted by Governor Gardner to serve in the militia.

Nine-tenths of the emigrants to this country bring with them feelings of strong attachment to America, and of disaffection and hostility toward their own governments; that is those governments with whose armies alone we are likely to come into collision. Natives of Ireland, which has been in one long rebellion of seven centuries against England, could not on this theory, after emigrating to this country, be trusted to maintain the honor of the American flag, in a war with Great Britain! It would be about as reasonable to say that a Pole could not be trusted to fight against Russia, or a Hungarian against Austria.

GOOD TIDINGS FROM JUDGE MASON.—The Portsmouth Daily *Transcript* of Tuesday afternoon has the following:

We had the pleasure of seeing this morning a letter from a member of Judge Mason's family in Paris, to a near relative in this place, dated the 2d of January, which conveys the pleasing intelligence of his having greatly improved since his late attack of sickness of which the papers have spoken. His mind has in no way been affected by the attack, and he is now considered out of danger. This will be gratifying news to his numerous friends and the country at large, as the loss of so distinguished a gentleman would be a public calamity.

COUNCIL OF STATE.—Governor Bragg has notified the Council of State to meet on 5th February.

A Scorching Article from the London Times.

"THE INGRATITUDE OF MONARCHIES."

Arrival Back in England of a ship load of wounded Soldiers from the Crimea—The Heroes of Alma, Inkermann, and Balaklava

On Tuesday last, the Himalaya arrived at Portsmouth, and after a delay of 24 hours ranged alongside the jetty, and began to unload her melancholy cargo of sick and wounded—the shaken and mutilated remnants of the heroes of Alma, of Inkermann, and of Balaklava. It must have been in itself a touching and moving spectacle such as the sternest nature could scarcely witness without pity. Here were men who, exposed to every hardship, and urged on by no incentive but a feeling of honor and devotion, by the mere effort of unconquerable will and unflinching hardihood, had saved our army from destruction and our country from disaster, and what now was left of this tremendeous infantry, this gallant and dashing cavalry? Armless, eyeless, footless, as our correspondent destribes them—rent with shot or shell, pierced by bayonets and hacked by sabres, they staggered on, supporting each other in this melancholy march, till they stood once more on that sacred soil which had sent them forth to conquer, and which might almost be supposed to throb under the feet of its returning protectors.

They came; but who was there to welcome them? Every body knows that Portsmouth swarms with officials, naval and military, and that if the Queen had been landing from Osborne instead of our helpless and crippled soldiers from the Crimea, there would not have been wanted one of the tale to swell the unmeaning pomp and idle ceremony. We should have had the Admiral Superintendent, the Port Admiral, the Lieutenant Governor, and a host of other officials whose titles it is not worth now recording, as none of them could find time to attend to this ordinary duty of hospitality and humanity, or to see that the noble freight of the Himalaya was received with all honor, all gratitude, and all tenderness. The officials were not there, although they received 24 hours' notice, and the disembarkation was left to be effected by the invalids themselves, with such aid as the crew of the steamer could afford them. But there is one class of officials never wanting to the duty of saluting an Englishman on his return to his native land. If the Generals and Admirals were wanting the Custom House offices were not.

They were there to examine the baggage of the wounded soldiers, laudably anxious that no single pound of tobacco should escape its contribution to the revenue and afford an untaxed solace to the miserable hours of sickness or convalesence. The search was conducted on the open jetty, and until it was concluded no soldier or officer was allowed to leave the spot. They sat and crouched as best they might in the bleak January afternoon, those shivering and mutilated relics of the strong and the brave, and pondered, doubtless, with thoughts too bitter for words, on the welcome which the country for which they had given all extended to them in return. There were no ambulances, no stretches; there was no one to care for them, or to conduct them to their allotted home, until, at last, after the matter seemed almost desperate, help came in the shape of omnibusses for those who could sit, and stretches for those who could not, and the miserable scene was thus brought to a tardy end With such a specimen of Portsmouth, it were vain indeed to waste criticism or indignation on the miseries of Balaklava or Scutari. How has war already hardened our hearts and deadened our sympathies! Six months ago we were met with the most violent disclaimers when our correspondent asserted that our troops were ill-fed and ill-cared for on their arrival at the wild and remote shore of Gallipoli, and now, such a scene as we have described can pass at our principal seaport and arsenal without comment, and almost without notice.

Singularly enough, on the very day on which this account appeared, a cotemporary published a letter from the Queen to Mrs. Herbert most honorable to the feelings of Her Majesty, and calculated to soothe miseries and alleviate the sufferings of her wounded souldiers and sailors. The Queen requests to be furnished with details of the wounded—more interesting to her than to any one. Her Majesty begs that these poor noble men should be told of her interest and feeling for their sufferings, and her admiration of their courage and heroism. She knows the value of her sympathy, and she is anxious it may not be withheld.

Yesterday Her Majesty passed through Portsmouth on her way to Osborne, and those who could find no time to welcome her wounded soldiers home attended on her arrival with their usual punctuality. Had she asked the gentlemen who surrounded her on the station with the keys of the fortress where they were when her poor invalids landed from the Himalaya, the question

From the Standard of Saturday.

Ratified Acts.

We publish below a list of such bills and resolutions passed by the General Assembly, as have been ratified by the Speakers of the two Houses and became laws. We are indebted for the list to Mr. Busbee, the attentive and excellent Reading Clerk of the Senate:

ACTS

1. An act to protect wild fowl, &c,
2. An act in relation to Elizabeth City.
3. An act emancipating Jerry, a slave,
4. An act to incorporate the town of Roxborough.
5. An act to provide for the issue of additional stock by the Seaboard and R. R. Company.
6. An act authorizing the Nantahala and Tuckasege Turnpike Company to build a toll bridge.
7. An act concerning the Justices of the Peace in the Counties of Randolph, Alamance and Wake.—[Twenty Justices to form a quorum.]
8. An act to pay the Wardens of the Poor in Mecklenburg County.
9. An act to authorize the Trustee of the Lousisburg Female Academy to convey land, &c.
10. An act to authorize the paying of Wardens of the Poor for their services.
11. An act to amend the act incorporating the Fayetteville and Northern Plank Road Company.
12. An act to incorporate Union Academy.
13. An act to protect live stock from malicious destruction.
14. An act to encourage wolf killing in Jackson County.
15. An act concerning Haw River in Alamance County.
16. An act to number the West Regiment in Madison County.
17. An act to pay Wardens of the Poor in Alamance and Duplin.
18. An act to amend an act of 1852, entitled "An act concerning the place of trials for civil process before Justices of the Peace."
19. An act to incorporate the Washington Steam Tug Company.
20. An act to appoint Commissioners to lay off a road in Rowan County.
21. An act concerning public roads in Watauga County.
22. An act to authorize the collection of arrearages of taxes in Jackson County.
23. An act to authorize the Wardens of the Poor in Pasquotank and Yancy to sell certain lands.
24. An act to incorporate the two Academies in Asheborough.
25. An act to emancipate John Good, a slave.
26. An act to provide for the improvement of the road from Wilkes by Meat Camp Creek to the Tennessee line.
27. An act to authorize the erection of a Court House in Iredell County.
28. An act to amend an act incorporating Neuse River Manufacturing Company.
29. An act to amend the several acts chartering the Asheville and Greenville Plank Road Company.
30. An act authorizing gates across the public road in Green River Cove, Henderson County.
31. An act establishing a new County by the name of Polk.
32. An act authorizing the County Court of Henderson to sell lands, &c.
33 An act authorizing the Raleigh and Gaston Rail Road Company to take stock in the Roanoke Valley Rail Road Company.
34. An act to extend the time for perfecting titles, &c.
35. An act to incorporate the town of Newton.

RESOLUTIONS.

1. A resolution authorizing the State Treasurer to raise $100,000.
2. A resolution to furnish the Treasurer with one hundred copies of his Report.
3. A resolution concerning the Deaf and Dumb Asylum.
4. A resolution in favor of Jeptha Woodard.
5. A resolution concerning produce carried on Railroads.
6. A resolution to furnish office of Clerk of the Senate.
7. A resolution to pay over to the North Carolina Railroad Company the balance of the State's subscription, $280,000.
8. A resolution in favor of W. W. Holden and J. H Decarteret. [Pays for printing and binding the Revised Statutes for the use of the Assembly.]
9. A resolution in favor of John Green.
10. A resolution in favor of D. A, Ray & Co.
11. A resolution concerning documentary evidence.
12. A resolution in favor of Jasper Tinnen.
13. A resolution in favor of S. W. Chadwick.
14. A resolution in favor of Warren Winslow.
15 A resolution in favor of Thomas I. Judkins.
16. A resolution in favor of E. D. Davis.
17. A resolution to purchase clocks for the two Houses
18. A resolution in favor of Stephen D. Pool.
19. A resolution to procure curtains for the two Halls of the Capitol.
20. A resolution in favor of O. H. Perry.
21. A resolution in relation to the Public Treasurer.

SEVASTOPOL.—Our next news from the scene of war, it is probable, will be of great interest. The detailed accounts of the operations, which we have published, extend to the 12th December, and the telegraphic despatches to the 18th. The bombardment was to recommence in a few days, and the belief was generally entertained that the assault on the city must shortly follow, though the latter would probably depend on the movemen's of Omar Pacha, who was preparing to take the field on the north side of the city opposite to that invested by the French and English. His forces were arriving in large numbers at Eupatoria, the first detachment of 5,000 having already landed. These are the troops who so successfully resisted the Russians on the Danube, and under the lead of their favorite general they will no doubt present a bold front to the Russians, and perhaps redeem their national character from the disgrace entailed by the cowardly conduct of the Turkish detachment at Balaklava. The bombardment previous to the assault will itself be a terrible affair, as the new and powerful batteries constructed by the French and English will then be opened, and will engage the numerous batteries the Russians have recently unmasked.

It is also evident that the latter are anticipating the assault at an early day, and have prepared for it with all the military foresight and indomitable resolution that have been so signally shown by them on every occasion throughout the siege. The appearance of the Russians at Balaklava, under Gen. Liprandi, and the large force they still keep in the valley of Inkermann, show that when the assault really does commence the allies will have to defend their right and rear flanks at the same time that they meet the resistance of the Russians in front. The struggle, evidently, will be a severe one, and though the superior prowess, and, in action, the better generalship of the allies, incline to the opinion that they will be successful in the attempt, yet there are so many circumstances favoring the Russians that the victory may yet be theirs. All these anticipations, however, will depend very much upon the weather, and it is notoriously uncertain in the Crimea. Should the storms that had reduced the allied camp to such a miserable condition continue, it is certain they will not be more than able to hold their position, and that the assault will be indefinitely deferred. The tone of nearly the whole English press in regard to the assault is desponding; even in the expression of their hopes their fears are apparent. This is especially the case with the Times, which arraigns the English Commanders in the severest terms for incompetency, and places its only reliance for success in the courage and constancy of the troops.

SUPERIOR COURT.—We understand the Judges will ride the Spring Circuits as follows: Judge Ellis and Dick, we learn, have exchanged circuits, so that Judge E. will ride the Newbern Circuit, and Judge D. the Hillsborough Circuit:

Edenton Circuit,	Judge Person,
Newbern "	" Ellis,
Raleigh "	" Caldwell,
Hillsboro' "	" Dick,
Wilmington "	" Baily,
Salisbury "	" Manly,
Morganton "	" Saunders.

If the legislature should create a new circuit, the new Judge, we suppose, will ride that.—*Ral. Star.*

Redemption of the Public Debt for the Week Ending January 27th, 1855.

Loan of 1842	$5,000
" 1846	2,000
" 1847	7,000
" 1848	12,000
Total	26,000

A Lazy Man's Paradise.

In Lieut. Gibbon's account of his exploration of the valley of the Amazon, or rather of one of its main branches the Madeira River, (executive document No. 36, for a copy of which we are indebted to the courtesy of Hon. Wm. S. Ashe,) from the Pacific side, we find the following account of the daily life of a creole family in the town of Santa Cruz, the capital of the Bolivian department of that name. For a lazy man Santa Cruz de Bolivia, must a perfect paradise, to say nothing of a chance a bachelor has of being able to secure a partner in a city where there are five women to one man. Herald please take notice.

"Very early in the morning the creole, getting out of bed, throws himself into a hamac; his wife stretches herself upon a bench near by, while the children seat themselves with their legs under them on the chairs, *all* in their night dresses. The Indian servant girl enters with a cup of chocolate for each member of the family. After which, she brings some coals of fire in a silver dish. The wife lights her husband a cigar, then one for herself. Some time is spent reclining, chatting, and regaling. The man slowly pulls on his cotton trousers, woolen coat, leather shoes, and vicuna hat, with his neck exposed to the fresh air,—silk handkerchiefs are scarce,—he walks to some near neighbors, with whom he again drinks chocolate and smokes another cigar.

At midday a small low table is set in the middle of the room, and the family go to breakfast. The wife sits next to her husband; the women are very pretty, and affectionate to their husbands. He chooses her from among *five*, there being about that number of women to one man in the town. The children seat themselves, and the dogs form a ring behind. The first dish is a chupe of potatoes with large pieces of meat. The man helps himself first, and throws his bones straight across the table; a child dodges his head to give it a free passage, and the dogs rush after it as it falls upon the ground floor. A child then throws his bone, the mother dodges, and the dogs rush behind her. The second dish holds small pieces of beef without bones. Dogs are now fighting. Next comes a dish with finely-chopped beef; then beef soup, vegetables, and fruits; finally, coffee or chocolate. After breakfast, the man pulls off his trousers and coat and lies down with his drawers in the hamac. His wife lights him a cigar. She finds her way back to bed with her cigar. The dogs jump up and lie down on the chairs—the fleas bite them on the ground. The Indian girl closes both doors and windows, takes the children out to play, while the rest of the family sleep.

At 2 p. m. the church bells ring to let the people know the priests are saying a prayer for them, which rouses them up. The man rises, stretches his hand above his head and gapes; the dogs get down, and whimingly stretch hemselves; while the wife sets up in bed and loudly calls out for "fire;" the Indian girl re-appears with a "chunk" for her mistress to light her master another cigar, and she smokes again herself. The dinner, which takes place between 3 and 5, and is nearly the same as breakfast, except when a beef is recently killed by the Indians, then they have a broil. The ribs and other long bones of the animal are trimmed of flesh, leaving the bones thinly coated with meat; these are laid across a fire and roasted; the members of the family, while employed with them, look as if all were practising music.

A horse is brought into the house by an Indian man, who holds while the "patron" saddles and bridles him; he then puts on a large pair of silver spurs, which cost forty dollars, and mounting, he rides out of the front door to the opposite house; halting, he takes off his hat and calls out "Buenas tardes, senoritas"—good evening, ladies. The ladies make their appearance at the door; one lights him a cigar; another mixes him a glass of lemonade to refresh himself after his ride. He remains in the saddle talking, while they lean gracefully against the door-posts, smiling with their bewitching eyes. He touches his hat and rides off to another neighbor. After spending the afternoon in this way, he rides into the house again. The Indian holds the horse by the bridle while the master dismounts. Taking off the saddle, he throws it into one chair, the bridle into another, his spurs on a third, and himself into the hamac; the Indian leads out the horse, the dogs pull down the riding gear to the floor, and lay themselves on themselves on their usual bedsteads. Checolate and cigars are repeated."

Governor Gardiner, of Mass., the first know-nothing elevated to a Gubernatorial Chair in any State of the Union, has not disappointed my recent speculations relative to his message to the Legislature of his State. As I anticipated, he has clearly laid down what are to be understood as the principles of the Order which elevated him. His message is remarkable for one thing it does *not* say, as well as for many which it *does* say. You will notice that it does not set the face of "Americanism" against "Freesoilism," abolitionism, or any other ism. It does not attempt to assert the nationaliy of the party which nominated and elected Mr. Gardiner.

True, the Governor has somewhat disappointed some of his friends, who knowing his ultraism on the negro question, expected of him an elaborate and fierce onslaught on Southern Institutions. For the sake of deceiving Southern men into supposing his party to be sound on sectional issues, he has been as moderate in that connection as the "circumstances of the case"—that is to say, a knowledge of the fanaticism of his political friends—will admit. But I think you will find quite sufficient in the following, to be satisfied as to the character of the fountain from which it flows:

In defiance of the principles asserted by the dominant national party in their last Presidential Convention, in disregard too of the pledges of the President in his inaugural Address, sectional issues have been re opened by the wanton violation of plighted national faith on the part of Congress and the Executive, in the repeal of the Missouri compromise, which fixed a northern limit to the extension of slavery. The first result of this pernicious action was to shock the moral sentiment of the community, and to excite fears that all constitutional and legal barriers against the diffusion of this acknowledged evil would, from time to time, be swept away. It has moved men's minds at the North to an extent no other political occurrence has done within the memory of the present generation. Its ultimate effect will and should be, to determine us, by the consideration of every sacred and holy duty, to manfully demand the restoration of this broken compact, and to jealously guard each and every right that belongs to Massachusetts.

"Whilst we acknowledge our fealty to the Constitution and the laws, the oft-repeated cry of disunion heralds no real danger to our ears. While we honestly concede the common duties evoked by the articles of confederation, we will preserve inviolate the State Rights retained for each sovereign member of that confederacy. With fraternal feelings to all her sister States, and filial devotion to their common parent, yet with acknowledged rights and a determination that they be maintained, there stands Massachusetts

"Of those rights, the two cardinal ones are, the Habeas Corpus and the Trial by Jury. It is submitted to your deliberations, whether additional legislation is required to secure either of these to our fellow-citizens. Scrupulously avoid such action as asserts or looks to the maintenance of any rights not clearly and constitutionally ours, but weave every safeguard you justly may round those primal birthrights, older than our national birthday, and dear as its continued existence."—*Washington Corr. Char'n Standard.*

AN INCIDENT.—A few days since, in one of the neighboring towns, a little boy of two summers was seen standing in the middle of the road, and bestowing a very low bow upon a great, sober-faced cow, while he lisped forth in sweetest infantile accents, "Thank zu, pretty moolly cow, for making pleasant milk for me." It seemed that the little fellow had a song book at home, wherein a verse ran:

"Thank you, pretty cow, who made
Pleasant milk to soak my bread;"

and the couplet recurring to his mind at the moment, he made it a point to stop and thank Mistress "Mooly" on the spot.

Was not the sweet child, as he stood bathed in the bright sunlight, and bearing the impress of God's fashioning hand so plainly visible upon the dawning mind which looked forth from those bright blue eyes, reading an instructive lesson to "children of a larger growth," who receive all life's common blessings so unregardfully?—*Boston Journal.*

PHILADELPHIA AND COLUMBIA RAILROAD.—The annual report for the fiscal year which terminated on the 30th of last November states that the total expenses for working and maintaining the road, and for the purchase of ten new locomotives and other machinery, are $493,221. Net revenues over all expenditures, $322,974, or nearly equal to 6⅞ on $5,000,000.

The Conviction of Green, the Banker.

We announced yesterday that Geo. W. Green, the wealthy banker at Chicago, Ill., tried on the charge of poisoning his wife with strychnine, on the 16th of September last, had been found guilty of "murder in the first degree." The facts of the case are thus briefly recapitulated by the District Attorney in his opening speech:

On the 4th of March, 1831, Green married his wife in Montreal, Canada. The marriage was an unfortunate one for Mrs. G. From the time of his marriage the cruelty of Green to his wife was manifested. From her marriage to her death she was more or less maltreated by him. He had from time to time expressed himself most cruelly towards her; that she was the wrong person for him; that he should have married her sister. In the hands of the defendant she was in absolute poverty, laboring and toiling as a slave.

On the day before her death she was engaged in scrubbing the floor, no servant to help her. After showing his conduct to his wife from her marriage to her death, we will show you how he stated to her sister that he wished she was dead; that at the table his wife charged him with attempting to kill her.—We will also show that on the morning of the 16th of September last she was in good health; that there was no one in the house with her. The next morning he (Green) sent for a laboring man and woman.

When they came she was dead. Green was asked what she died of. He answered cholera. He was asked if she had a physician. He answered yes, Dr. Spangler and a Mrs. Hall. Now we will prove that neither of those persons were there. The prisoner said he could not send any person for help, although he had a boy, his son, in the house. He was asked if she had got any medicine. He answered no.—While at the same time no signs of cholera were round the room.

If the man had ever been a 'good husband' these circumstances tell powerfully against him. In the meantime the coroner was sent for, and Green commenced digging a grave in the garden. He refused to have any ceremonies over his wife's body; said they would do after as well as before burial. The coroner's inquest is held. The prisoner is admitted to bail. Another examination is had at the request of the woman's friends; the physicians examined the body; find no evidence of cholera upon the body, either from exterior or interior examination, but come to the conclusion the person died of poison or some other violent means.

The stomach is examined by experienced persons, and it is found that it contains one of the most deadly poisons. After this the drawers of the house were examined. In a bureau drawer, which was locked, and the key in Green's pocket, and another in a lower drawer; in this drawer a paper of strychnine was found, such strychnine as was found in the stomach of the deceased.

Then we will show you that contradictory statements were made by the prisoner, he feeling no alarm that he would be suspected. We will show you that for years and years he had been studying the dreadful crime—that he had been trying to discover for some time the most deadly poison. We will exhibit a case, gentlemen, which has not had its parallel in the history of circumstantial evidence.

These facts were all substantiated to the satisfaction of the jury in a trial which, after two week's duration, terminated Saturday night in a verdict of guilty.

A DOUBLE EXECUTION IN KENTUCLY.—The Cincinnati Commercial has a long account of the execution of Stephen Short and Wm. Hanning for murder, at Greenupsburg, Ky., last Friday. They were both, according to the Commercial, worthless, drunken fellows, and each had a large family. The same papar gives the following speeches and accidents at the gallows:

Short rose and said:—"I want all of you to take warning by me. See what whiskey and bad women have brought me to. I have been to a good many hanging scrapes myself, and thought it was great fun, but I never thought I'd be hung myself. This is the work of Capt. Whisky. I am willing to die for the life of the man that I took. Talk of pleasure; I have tried all kinds of it, about shanties drunk, and everywhere else, but I have had more real pleasure up in that old jail, than ever before in all my life; and chains on my legs, big, heavy chains at that. I just took off this old coat, and whipped satan clean out, fair. I've made my election sure, I think. Yes, sir, I think my election is sure. [Some one in the crowd called out, 'If you are safe, I don't think there is much danger for the rest of us!'] I am perfectly willing to die. The man you have egot in jail for aiding me, is perfectly innocent and ought to be let go; but that Blair deserves all I've got. [Blair was the man who told him to shoot.] He was as much to blame as I was!"

Some one inquired—"Are you willing to die, Steve. Said he—"Yes; I hate this world and my own life;" and he continued with an air that was nearly exulting, "and I am going to leave it; I'le be in Pardise before sun-down. Now farewell, farewell; meet me in the other world. I want to see you all in Heaven." An old man, somewhat drunk, pressed upon him. Short said—"Whiskey brought me to this, I expect you along in a few days!"

Hanning then quaking in every limb, got up and said—I haven't got anything against any man in the world, and I hope nobody's got anything against me now."

Short repeated this remark. Large numbers of his acquaintance crowded about, shaking hands with him and asking questions, until the last moment. He knew all his old friends, and exchanged smiles and words of good will with them until the white cap was tied down over his face. He stood up firmly as the wagon was driven away, and said, at that instant, very distinctly—"fare well all my friends," when the fatal noose checked his utterance.

New York Legislature.

ALBANY, January 10, 1855.

William H. Seward will be re-elected to the United States Senate by the Legislature of New York, by a decisive vote. Without any predilection for the present representative of the State in the National Legislature, on a calm and impartial review of the field on which the action is to be fought, and of the troops that are to engage in the conflict, I can arrive at no other conclusion. The enemies of Mr. Seward—I mean his bitter political opponents in the ranks of his own party—have, or affect to have, much confidence in their ability to defeat him; and will certainly make desperate and determined efforts to compass his present downfall, in the expectation that no resurrection awaits him in the future, it now consigned to the political tomb. But it seems to me that their hopes are built upon sand. The fact is they lean entirely upon the Know Nothing sentiment in the Legislature, and fondly believe that those who have bound themselves to the mysterious order will sacrifice all personal feelings and all party prejudice to its requirements. They will soon discover how fallacious are such hopes.

Political Know Nothingism, like political temperance, is good enough when useful as an element of success in an election; but is cast aside and disregarded when no longer needful. Three-fourths of the Whig Know Nothings in the Assembly are men who have for years been intimately identified with the Seward faction of the party. Freesoil Whiggery is the altar at which they worship. In a majority of instances they have not for a moment swerved from their allegiance to Mr. Seward, and have only carried on a flirtation with Know Nothingism for the purpose of securing their own election and aiding in his—*Journal of Commerce*

MARINE DISASTERS.—Schr. Pearl, Capt. Day, of and from Newberne, N. C., was driven ashore on Squam Beach, in the gale of the 22d inst. The vessel will probably be a total loss—a portion of her cargo of Naval Stores will probably be saved.

Schr. Pearl, ashore at Rockaway, commanded by Capt. Westervelt. Her cargo consists of turpentine, rosin, and hides. At half tide she was high and dry, but with favorable weather she might be got off.—*N. Y. Express.*

NEW LINE OF MAIL STEAMERS.—It is stated that Commodore Vanderbilt has made a proposition to the Post-office Department to carry the mails to Southampton and Havre alternately with the Collins line. His intention is to build five steamers, to enable him to run a semi monthly line. Two of the five are now on the stocks, and will be ready for service in a few months. He offers to furnish large and swift vessels, and to receive from the Department only $16,000 for each trip or some $4,000 less than the British government pays the Cunard line, and not quite half what the Collins line receives under the existing contract.

Now, then, Thomas, what are you burning off my writing table?" said an author to his servant. "Only the paper that's written all over; I haven't touched the clean," was the reply.

Holloway's Ointment and Pills, a certain Cure for Bad Breasts, Caked Breasts, and Sore Nipples.—The wife of Mr. H. B., of the Broadway, New York, suffered several months after the birth of her last child with a bad breast, several holes having formed on the same, her nipples were nearly gone, and it was thought at one time that the breast must be taken off. Mr. B. put her under a course of Holloway's Ointment and Pills, after having tried every other means without success; the Ointment was well rubbed into the parts affected, and the Pills were taken regularly. In three weeks the anxious husband was amply compensated, for his wife was quite well.

Sold at the Establishments of Professor Holloway, 80 Maiden Lane, New York; and 244, Strand, (near Temple Bar, London,) and by all respectable Druggists and Dealers in Medicines throughout the British Empire, and of those of the United States, in Boxes at 25c., 62½c., and $1 each.

☞ There is a considerable saving by taking the largest sizes. N. B. Directions for the guidance of patients in every disorder are affixed to each box.

NEWELL'S PATENT SAFETY LAMP & LAMP FEEDER.

A NEW ARTICLE, warranted to prevent all Accidents from the use of *Burning Fluid, Camphene, and other Explosive Compounds*, used for the production of Light.—This Invention is applied to all common Lamps and Lamp Feeders, also, to Solar, Camphene Lamps, Lanterns, &c.

ALSO, Burning Fluid, Camphene, and Rosin Oil. For sale by C. & D. DuPRE, Druggists, Market street, Wilmington, N. C.

Having purchased the right for the State of N. C., from the Patentee, we are prepared to fill all Orders at short notice, for every description and variety of Lamps, &c.

All persons are cautioned against infringing upon the above patent, as the law will be rigidly enforced against all offenders.

C. DuPRE,
D. DuPRE, Jr.
A. C. DICKINSON.

June 20th, 1854. 245-tf

MARRIED,

In Arcola, Ala., on 17th inst., by the Rev. Mr. Hanson, Mr. S. A. HOLMES, of Fayetteville, N. C., to Miss MARY W., youngest daughter of Samuel Strudwick, Esq., formerly of N. C.

DIED,

In Stephenston, Ayrshire, Scotland, on the 20th December, 1854, in her 70th year, Mrs. MARION BANKS, mother of John, Charles, James and David Banks, citizens of Wilmington and Fayetteville, N. C.

Marine Intelligence

PORT OF WILMINGTON, N. C.—January, 1855.

ARRIVED.

Jan. 29.—Steamer Fanny Lutterloh, Stedman, from Fayetteville, to W. P. Elliott.

Steamer James R. Grist, Williams, from Fayetteville, to A. D. Cazaux.

Schr. Rhode Island, Rollins, from Hyde county, to J. R. Blossom; with corn and oats. The R. I. was bound to Charleston; on the 21st inst. experienced a heavy gale of wind, during which she lost fore-sail and flying jib; put in here for repairs.

Jan. 30.—Steamer Flora McDonald, Hurt, from Fayetteville, to T. C. & B. G. Worth.

Steamer Fairy, Elder, from Fayetteville, to W. H. McRary & Co.

Brig Ellen Hayden, Howard, from Cardenas, to J. & J. L. Hathaway & Co.; with molasses.

Schr. Onward, Smith, from New London, Ct., via Zeke's Island, to J. & D. McRae & Co. Off Lookout, experienced a heavy gale on the 21st inst., lost anchors, chains, boat, mainboom, and received considerable other damage.

Jan. 31—Schr. Lillie Sanders, Corson, from New York, to Geo. Harriss. On the 30th, S. S. W. from Hatteras, 25 miles, passed some 30 @ 40 bbls. spirits turpentine, and several bags pea nuts. Capt. C. states that some of the barrels were marked S. & P., and diamond B.

CLEARED.

Jan. 29—Brig Samuel & Edward, Raymond, for Martinique, by T. C. Worth; with lumber and shingles

Schr. Emily Ward, Ward, for New York, by Geo. Harriss; with naval stores, pea nuts, &c.

31—Steamer Fanny Lutterloh, Stedman, for Fayetteville, by W. P. Elliott.

Jan. 30—Br. Brig Francis, McKinnon, for Gaudaloupe, by T. C. Worth; with lumber, &c.

Steamer Fairy, Elder, for Fayetteville, by W. H. McRary & Co.

Jan. 31—Steamer Flora McDonald, Hurt, for Fayetteville, by T. C & B. G. Worth.

Feb. 1—Schr. Wm. A. Ellis, Nichols, for New York, by T. C. Worth; with naval stores, &c

FEBRUARY—Harper, Godey, Graham and Peterson's Magazines for February, received and for sale at
Feb. 1 J. T. MUNDS'.

SPIRIT BBLS.—200 second hand, spirits bbls on hand, and for sale by PETTEWAY & PRITCHETT.

FLOUR.—A lot of Fayetteville Superfine, just received and for sale by B. F. & A. J. GRADY.

VALENTINE DAY IS COMING, and we have this morning received by Express a magnificent assortment of the finest Valentines ever offered in this market. Call in time to make your selections. J. T. MUNDS.

FLOUR.—25 barrels Superfine. For sale by
JONES & FOYLES,
Jan. 31st. Market street.

JAMES T. PETTEWAY, GEORGE E. PRITCHETT.
PETTEWAY & PRITCHETT,
GENERAL COMMISSION MERCHANTS, North Water Street, Wilmington, N. C.
☞ Will give particular attention to the sale of NAVAL STORES, COTTON, &c.
January 22d, 1855.

CARRIAGES.

WE HAVE in operation at Kenansville a Branch Shop, where we keep an assortment of Carriages, of our own make, and where reparing is done. We have also established in connexion with our Carriage Factory, the manufacture of Plantation and Turpentine Waggons. Also, Ryder's patent purchase Timber Carriage. With one of these carriages, one boy can load the heaviest sticks, and it requires but two thirds the team to haul. These Waggons are got up with Iron Axles, and of as good materials and with as much care as our best Carriages, and warranted to give satisfaction. Timber getters will do well to examine our Timber Carriages.

Orders directed to us, or left with J. Chesnut, Kenansville, or T. C. & B. G. Worth, Wilmington, will receive prompt attention DIBBLE & BROTHERS.
Kinston, Jan. 29th, 1855. 22-12m

NOTICE.

WILMINGTON, DECEMBER 30th, 1854.

ON the first Monday in Febuary, next, at the Court House, in Elizabethtown, I shall hire out for one year, all the Slaves belonging to the Estate of the late Gen. James I. McKay. The usual bonds and security will be required.

JAMES ROBERSON,
Administrator with the Will annexed.
Dec. 30, 1854. 98-tdh—18-tdh

☞ Herald, Commercial, Standard, Observer, Carolinaian, Argus and N. C. Republican, copy to day of hire, and forward bills to this Office.

WILMINGTON AND RALEIGH RAILROAD.

Eng'r & Sup't's Office, W. & R. R. R. Co.,
February 1, 1855.

GOING NORTH.

THE passenger trains over this road will, until further notice, run as follows:

First (Express Mail) train leaves Wilmington at 6 o'clock A. M.
Reaches Goldsboro at 9 40 A. M.
Arrives at Weldon at 1 30 P. M.
Second (Accommodation Mail) train—carrying one freight car—leaves Wilmington at 3 00 P. M.
Reaches Goldboro—to supper—7 30 P. M.
Arrives at Weldon 12 at night.

GOING SOUTH:

First Train leaves Weldon at 12.00 M.
Reaches Goldsboro' at 3.15 P. M.;
Arrives at Wilmington 7.30 P. M.
Second Train leaves Weldon at 9.00 P. M.;
Reaches Goldsboro' 1.30 A. M.;
Arrives at Wilmington 6.30 A. M
Fare to Goldsboro' $2 50; to Weldon $5. About one cent per mile extra is charged passengers *who do not procure tickets at the Stations.*

Through tickets to Baltimore $12; to Philadelphia $14; to New York $15 50.

☞ Tickets will not be sold *to* a negro in person.

Express Freight (by Accommodation Train) will be charged 20 per cent. *extra*; and such freight to go North must be at the Depot by 1 o'clock P. M., and marked *Express Freight*. All dues on downward freight must be paid on delivery at Wilmington.

Feb. 1, 1855. S. L. FREMONT, Gen'l Sup't.

Herald and Commercial—and discontinue advertisements of Aug. 6, '53, May 5, '54, Dec. 11, '54, Dec. 16, '54.

PROSPECTUS OF
THE SOUTHERN FLAG.

A CONSTITUTIONAL advocate and independent Journal, published in Goldsboro', N. C., by the subscribers, having for its objects:

1st. To maintain, inviolate, the rights of the Constitution

2d. To promote harmony among all the States, by conceding to each its Constitutional privileges.

3d. To support the doctrines of a judicious expenditure of the public fund for works of Internal Improvements.

4th. To abolish the Free School system entirely, or establish it upon a basis worthy the name.

5th. To have a penitentiary for criminals, thereby relieving our citizens of an inecessant and increasing tax to support ruffians in idleness.

6th. To endeavor to disseminate the seeds of chaity and brotherly love among our fellow citizens of every denomination. Harmony being the chief support of our great political fabric, the *durability* of our Union.

These being our objects, we ask the aid of every Patriot, Philanthropist and Christian. How we shall discharge our varied duties the Sequel must decide, but

OUR FLAG IS TO THE BREEZE!

TERMS, $1 50 ₱ annum, in advance, or $2 00 if payment be delayed three months.

Address, ROBINSON & POTTER.
GOLDSBORO', N. C.

WOOD NOTES—Another supply received to day. For sale at J. T. MUNDS'.

POCKET DIARIES, for 1855, all sizes and styles. For sale at J. T. MUNDS'.

GODEY'S LADY'S BOOK—A second edition of the Jan. No. Just issued. A supply now on hand and for sale at S. W. WHITAKER'S.

BACON.—10 hhds. Sides; 10 do. Shoulders. For sale by
Jan 22d, 1855 RUSSELL & BRO.

CLARIFIED SUGAR.—70 barrels, different grades, for sale by FREEMAN & HOUSTON.

WILMINGTON WHOLESALE PRICES CURRENT.

☞ It should be understood that our quotations generally represent the wholesale prices. In filling small orders, higher rates have to be paid.

BEESWAX, ₱ lb.	25	@	00	NAVAL STORES,			
BEEF CATTLE,				Turpentine, ₱ 280 lbs.			
₱ 100 lbs.	5 00	@	7 00	*Virgin dip	0 00	@	2 00
BRICKS, ₱ M.	7 00	@	12 00	Yellow dip	0 00	@	2 50
CANDLES, ₱ lb.				Hard	0 00	@	1 60
Tallow	16	@	17	Tar, ₱ bbl.	0 00	@	1 55
Adamantine	28	@	30	Pitch do	1 75	@	0 00
Sperm	32	@	50	Rosin, No. 1	0 00	@	0 00
COFFEE, ₱ lb.				do. No. 2	0 00	@	0 00
Java	15	@	16	do. No. 3	1 10	@	1 15
Laguayra	13	@	14	Sp'ts Turp,			
Rio	10½	@	12½	₱ gallon	00	@	37
St. Domingo	11½	@	13	Varnish, ₱ gal.	20	@	30
COTTON, ₱ lb.	7½	@	8	OILS, ₱ gallon.			
CORN MEAL,				Sperm	1 25	@	2 00
₱ bush	0 00	@	1 05	Linseed, raw	95	@	1 00
DOMESTICS,				do. boiled	00	@	1 10
Sheeting, ₱ yd.	7½	@	8	Whale	95	@	1 00
Yarn, ₱ lb	00	@	17	Rosin	20	@	75
EGGS, ₱ doz	23	@	25	POTATOES,			
EMPTY BARRELS, each,				Sweet, ₱ bush.	80	@	85
Spts. Turp.	2 00	@	2 30	Irish, do	0 00	@	0 00
FEATHERS, ₱ lb.	45	@	50	do. ₱ bbl.	4 00	@	4 25
FISH, ₱ bbl.,				PROVISIONS, ₱ lb.			
Mullets	5 75	@	6 00	N. C. Bacon,			
Mackerel, No. 1	@00	@	00	Hams	12	@	12½
do. No. 2	@	@	00	Middlings	0	@	10½
do. No. 3	@	@	00	Shoulders	00	@	10
do. No. 4	00@	@	00	Hog round	10	@	10½
Shad, Ocean	00 00@	@	00	Western Bacon,			
Herrings, Fast	0 00@	@	00	Middlings	9	@	9½
do. N. C. roe	0 00@	@	00	Shoulders	7½	@	8
do. do. cut,		@	00	N. C. Lard	11	@	12½
Dry Cod.				West'n do	11	@	12
₱ cwt	0 00	@	4 00	Butter	23	@	28
FLOUR, ₱ bbl.,				Cheese	10½	@	13
Canal	12 00	@	14 00	Pork, Mess, ₱			
Fayetteville	9 00	@	9 25	bbl	14 00	@	14 50
GRAIN, ₱ bush.				do. Prime	00 00	@	00 00
Corn ₱ 56 lbs.	00	@	86	Beef, Mess	17 00	@	18 00
Oats	60	@	60	do. Fulton			
White Beans	00	@	0 00	Market	00 00	@	20 00
Pease, Cow	75	@	85	POULTRY.			
do. Ground	1 00	@	1 15	Chickens, live	18	@	25
Rice, rough	1 05	@	0 00	do. dead	00	@	00
do., clean.				Turkeys, live	75	@	1 12½
₱ lb	4½	@	0	do. dead, ₱ lb	12½	@	15
HAY, ₱ 100 lbs.				SALT,			
Eastern ret	0 00	@	0 00	Alum ₱ bush	60	@	65
Northern ret	1 35	@	1 50	Liverpool ₱ sack,			
IRON, ₱ lb.				ground	1 20	@	1 35
English, ass'd	4½	@	00	do. fine	2 00	@	0 00
American, ref.	5½	@	00	SUGARS, ₱ lb.			
do. sheer	0	@	00	Porto Rico	6½	@	8
do. hoop	0	@	7	New Orleans	5	@	7
Swede	5½	@	00	Muscovado	5½	@	7
LIME, ₱ bbl.	1 10	@	1 25	Loaf & crush	10½	@	11
LIQUORS, ₱ gall. (domestic.)				Clarified and			
Whiskey	53	@	55	Granulated	5	@	9
N. E. Rum	55	@	00	SOAP, ₱ lb.	4	@	7½
Gin	60	@	65	SHINGLES, ₱ M.			
Brandy	55	@	60	Contract	6 00	@	8 00
do Apple	75	@	1 00	Common	3 00	@	3 50
LUMBER, ₱ M., (River.)				STAVES, ₱ M.			
Floor. B'ds	00 00	@	00 00	W. O. Bbl	20 00	@	25 00
Wide do	0 00	@	0 00	R. O. Hhd	00 00	@	15 00
Scantling	0 00	@	0 00	Ash Head'g	0 00	@	00 00
MOLASSES, per gallon.				TIMBER, ₱ M.			
Cuba	23	@	25	Shipping	0 00	@	0 00
N. Orleans	26	@	28	Mill, prime	0 00	@	8 00
NAILS, ₱ lb.				do. inferior to			
Cut	5½	@	5½	ordinary	5 00	@	6 50
Wrought	10	@	12½	TALLOW, ₱ lb.	12	@	12½

NOTE. River Lumber, Tar, and Turpentine, sold in the water are subject to the expense of landing, inspection, cooperage, &c.;—say on Lumber 80 cents to $1 ₱ M.; Tar and Turpentine about 10 @ 15 cents ₱ bbl.—and on naval stores, when brought per railroad, about the same expenses are incurred ——*For Virgin or mixed Turpentine a deduction of one-f

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, JAN. 29, 1855.

Want of Confidence.

Every era or period of time is marked by some prevailing characteristic, giving a tone to its opinions and supplying motives for its actions, and this characteristic is not by any means confined to particular departments, but pervades the whole organization of society.

Want of confidence in commercial, political, and even religious circles, has most assuredly been the prevailing characteristic of the past few months. At the great centres of trade one man could not trust another, nor fairly turn round before he was off; and to the greater "defalcations,"—that is the term, we believe—followed the lesser, and the whole fabric seemed tumbling to the ground amid the sufferings and embarrassments of the entire mercantile community, the innocent victims of the state of things produced by the extravagance or dishonesty of the fancy "operators." But even that shock to business and credit is beginning to be less felt. The great monetary centres, the first to feel the shock, are also the first to feel the revival, which is already quite appreciable. Now that the worst of the battle is over, the list of killed and wounded can be more accurately made out, and an examination shows that, after all, few have totally gone by the board who had not been in a shaky condition for some time, or whose means have not been locked up in speculative affairs, entered into with the hope of immense profits —Western Railroad Bonds—Wild Cat Banks, and other delectable affairs. The great failures are nearly all traceable, directly or indirectly, to some such causes.

In politics, the same or nearly the same has been the state of the case—the former bearings of political partizans can hardly be relied upon. You "don't know" where to find half of them; and this conduct on the part of those who aspire to the position of leaders, naturally destroys public confidence, for the time being, in all political movements, even the most sincere and disinterested. But, even now, the clouds begin to break away, and sufficient light is let in to enable us to estimate pretty nearly the amount of the damage which has been done, and we find that among those Democrats who have succumbed before the pressure of Know-Nothingism, nine-tenths, at least, are restless and disappointed men—unsuccessful aspirants, or something of that kind, or men who have been for a considerable time more or less shaky. Few, if any of the *rising men* of the party, of any prominence have anything to do with it;—few who enjoy the confidence of the party sufficiently to anticipate promotion in its ranks—who, in fact, have a democratic future have been carried off; and the loss arising from the few defections that have occurred amounts to nothing beyond the temporary panic which it may have occasioned, which will soon subside, when its nature and causes are more fully understood. The resulting advantages will, we trust, be a purification of the political atmosphere by the removal of its disturbing elements. In this allusion to political parties, we have merely referred to the democrats, as the whigs seem, in many of the States, to have given up the ship—gone into liquidation, and appointed the "K. N's" their executors and residuary legatees.

Even in religion there seems to have been a stampede. Few rational men can deliberately acknowledge the political parsons so common North, and not unknown South, as proper exponents of a system, whose founder declares that His Kingdom is not of this world, nor recognise in the fierce polemics of the present day, any of that spirit of brotherly love and charity without which all else is void.—What wonder is it that the great mass of mankind, seeing this state of things, should even lose confidence, to some extent, at least, in religion, and for a time attribute to the system of Christianity that spirit of bigotry and intolerance so characteristic of some of those who assume to be its peculiar exponents. After a while, however, all this will come right, and confidence be restored, when men find that brawling politicians are not the best representatives of the spirit of the meek and lowly Redeemer, nor a spirit of bigotry and proscription towards any classes of the community, the most infallible test of the possession of the christian virtues by the persons indulging such spirit.

A Richmond cotemporary, an avowed know-nothing, thus briefly expresses its opinion of the London Times:—

"Of all the contemptable, corrupt, self-seeking, mercenary journals that disgrace the newspaper world, we hold that which holds the first place in the estimation of the two Hemispheres, the London Times, to be the most corrupt, the meanest and most mercenary."

Now this denunciation, although in some measure true, is equally applicable to the public opinion of at least one of the hemispheres, or a portion of it, for there can be no doubt that the Times owes its position in England, less to its great and unquestioned ability, than to its almost miraculous tact in anticipating, and thus apparently leading, and certainly expressing the varying and inconstant phases of public opinion in England. It may be meanness in that journal always to try to be on the strong side, but in its remarkable and inconsistent changes, apparently without reference to any definite or fixed principles, it is but a mirror of the public opinion of the British people, or, at least, the controlling portion of it. In its not yet forgotten denunciations and abuse of Louis Napoleon, and its present fulsome and disgusting adulation of the same personage, it is simply on a par with its readers and supporters—the nation of John Bull generally, and not a few of our own American John Bulls, who have an intense admiration for all Europeans in high places, be the same purse-proud aristocrats or perjured tyrants, coupled with a thorough detestation of the European people, who may fly as emigrants to our shores to escape aristocratic oppression or imperial tyranny—who would join the Times in cursing the poor masses of Ireland or the Highlands, driven out from their humble homes by the noble patrons of the redoubable Mrs. Harriet Beecher Stowe. These people would apply the same brand here that the Times would under the dominions of "Her Most Gracious Majesty." The snobocracy of England would claim all the honors and emoluments, making their brethren of the other two kingdoms simply hewers of wood and drawers of water, and in the attempt to carry out this favoritism and proscription, have generally broken down; the history of the beginning of every war being little else than a series of stupid blunders, until stern reality compels the said snobocracy to take the man or men that can save them from the difficulties into which their narrow selfishness may have plunged them.

It is this same snobocracy that is constantly preaching abolitionism, and sending out its emissaries to stir up fanatical excitements in the United States, with a view of retarding the growth, if not seriously endangering the Union of a dreaded commercial rival; and it is the same too, which having by its oppressions driven from its bosom those who would have been the right arm of the British nation in war, now that war has come, and it feels its loss, is anxious to prevent that loss from becoming greater, by preparing for its expatriated children a reception as cheerless as was the step-dame nurture afforded by the British government. The right to bear arms for the country of his adoption is denied to the naturalized citizen by the abolition Governor of Massachusetts, and is sought to be denied in Pennsylvania, and other States blessed with Governors who are great friends of the slave negro *at a distance*, but great enemies of the *poor* white emigrant, although considerable sycophants of the *rich* European noble. Does any one question, whether in the event of a war with England, the disbanded Irish companies of Massachusetts would be found on the side of their adopted country fighting with quite as much zeal as Gov. Gardner and his abolitionists?

It might not be totally without interest to enquire, how far this feud against one class of the community in the United States, owes its strength to the same English interference that has been so powerful in stirring up the Northern anti-slavery crusade against the South.

There is a class of politicians, especially at the North, who are constantly referring to the example of England in every thing, especially the opposition to foreigners and catholics. It might be worth while to observe the position of England, a country governed by a Hanovarian dynasty, more than half crazy, and which in the first few months of war, is driven to the resort of passing a law for the enlistment of foreign mercenaries, men who are not citizens, bound by no allegiance to that country.

Upon the whole, that sort of public opinion represented by the London Times, is about the least safe, liberal or respectworthy, on the face of the globe—a compound of shopecracy and corrupt and decaying nobility—flunkyism to the strong, and insolence to the weak—the proscription from choice, and liberality from interest.

The Chances of Peace.

We have taken the trouble to wade through all the "Further Details of the Foreign News received by the Baltic;"—the extracts from the Times and the *Monteur*—the latest official bulletins from the seat of war in the Crimea, and of diplomacy in Vienna, and, from the whole of it, we are unable to draw any conclusions favorable to an early peace. It is admitted that Russia is now stronger than when the war commenced—that the vast naval armaments sent by the French and English to the Baltic proved, upon trial, to be simply vast naval failures. The non success of the Crimea expedition is a Russian triumph of the most substantial character. What then is there, in the whole position of affairs, to give credibility to the rumor that Russia would now accept terms that she has repeatedly before rejected as humiliating?—for such would be her acceptance of the "Four Points," as they are called, *with the French and English interpretation of them*. These four points, as interpreted by the allies, amount to the abolition of all Russian protectorate or right of interference with the principalities,—the abolition of the Russian preponderance in the Black Sea, by the limitation of her naval and military forces there, so as not to be dangerous to Turkey—whether the dismantling of Sebastopol is to be insisted on, is to depend upon the result of operations there. The freedom of the navigation of the mouth of the Danube, now held by Russia, is to be insisted upon, and also the abrogation of all treaties by which Russia has any peculiar rights, privileges, claims or relations with Turkey, either in the way of a special protectorate over the christian population or otherwise.

We have no idea that Russia has any intention of submitting to these conditions. Nothing has happened to make her do so. The blows of her enemies seem all directed upon one little detatched Pesinsula, accessible at all points from the sea, which they control, and yet even there, she is stronger than them all. Austria nominally holds the principalities, and yet the moment Omer Pasha goes to the Crimea to concert measures with the generals of the Western armies, the Russians cross over the Danube into the Dubrodscha. Austria apparently dares not move, and Prussia neither dares nor wishes to move. What reason is there to suppose that under this state of affairs, Russia would consent to arrangements that would indefinitely postpone, if not totally defeat the success of her traditional policy? True, she *may* be willing to do so, in the same way that anything, almost, *may* happen, but we can see no probabilities of it, and if she *does* consent to such arrangement, unconditionally, and in good faith, we shall be very considerably surprised.

The Stockholders' Meeting.

Yesterday afternoon the stockholders in the Wilmington and Manchester Railroad Company proceeded to the election of a President and Board of Directors for the ensuing year, when J. Eli Gregg, Esq, of South Carolina, was elected President by a large vote. The old Board of Directors was re-elected, with the exception of the substitution of General Harllee as one of the Directors, in place of Mr. Gregg, President elected. A resolution, highly and deservedly complimentary to the retiring President, was unanimously passed. It is seldom, if ever, that any officer enjoys a larger measure of the confidence of any body, or is more reluctantly parted with than General Harllee has been by those interested in the Wilmington and Manchester Railroad.

We may add, that yesterday forenoon a resolution was passed to memorialize the Legislatures of North and South Carolina for the passage of an act amending the charter of the Company so as to provide for scaling the vote of large stockholders. The amendment proposed by the State of North Carolina, by which the State would have the appointment of one director in the Company, and forego her right to vote for the other directors was rejected. Authority was given the Directors to make a third mortgage as a further security to certain income bonds issued with an assurance that such authority would be given.—*Daily Journal, 26th inst.*

The Money Market.

Looking over the money columns of our Northern exchanges is a species of tantalization, since they all speak of returning ease and a more plentiful supply at low rates, whilst here things only seem to grow tighter every day, until the tightness has become "tolerable and not to be endured." One marked indication of returning ease in monetary circles, is the uniform and steady advance in the price of stocks and other securities, in the face of comparatively small operations, as indeed the great fall last year took place in the same manner. Stocks did not sell so low because either the holders or the purchasers had lost confidence in their intrinsic value; and, indeed, few if any were offered for sale unless under circumstances which left no option to the owner save to submit to any necessary shave to raise the money. Now that the market is easier, still fewer stocks are offering—the same necessity does not exist for submitting to the necessary shave.

The Baltic took out only $75.000 in gold, and it is hardly expected that any more will be sent out before April or the beginning of May; so that if shipments of specie continue to arrive from California a large accumulation of available means must exist at the commercial centre, tending to relieve the pressure. But really everything looks here as badly as ever, only worser.

There was a heavy snow storm at the North on the 24th, at New York. The snow was 24 inches deep.

The steamer Baltic sailed from New York, on the 24th inst., for Liverpool. She took out $75,000 in specie, and 61 passengers.

The Senatorship.

The election of HENRY WILSON senator by the house of representatives may create great astonishment, but it ought to create no surprise. It is an event which has been predicted from the known predominance of freesoilism in the lodges of this state. It was this predominance which compelled the know-nothing gubernatorial candidate to write his freesoil, anti-fugitive slave law letter, and that required of him so much freesoilism in his inaugural; and it is this element that now *commands* the election of the foremost freesoiler and anti-Nebraska man in the state to the great post of senator. Freesoilism worked hard to get the control of the lodges, and it works adroitly in laying hold of the substantial reward.

Thousands, we have reason to believe, joined the order, and worked with it, in the tacit understanding that the old slavery question was to be put away, and that the order was to be a national institution. How much does this election look like *nationality*? Can there be picked out, in the whole commonwealth, a person who has spoken and written and managed more downright freesoilism than Henry Wilson? Can there be found a more decided opponent of the compromise measures of 1850? Can there be found a politician who will go further than he will go in pushing on the anti-slavery cause? and who is more strongly pledged to this course?

What, however, has this well known fact availed to check the purposes of the dominant majority in the lodges? This majority are deadly hostile to the compromise measure, and their objects is to *repeal* them, at whatever cost; and no man who was not with them at heart, no man whom they could not implicitly trust, could have been elected by the house. The deceived portion of the order may cry out with astonishment—"This is *not* the entertainment to which we were invited"—but it will do no good.—They have parted with their votes, and this is their satisfaction.

The letters published yesterday between Mr. Hall and Mr. Wilson, are the most adroit specimens of political correspondence we have seen for a long while. In his letter, the senatorial candidate takes back nothing of the past; alters not an iota his position; but leaves all his abolition vows as strong and as binding as ever; and if he goes to the senate, he will go there ready to fulfil all his former pledges. Indeed he regards the know nothing movement as auspicious to the friends of freedom, namely, the anti-slavery cause.

It is said that the senate will undoubtly concur in this choice of General Wilson. Then Massachusetts will be before the nation in almost as thoroughly a *sectional* attitude as it is possible for her to be, unless she should in future array herself in rebellion against the government. Such a position is deeply to be lamented by every friend to the constitution and every supporter of the Union. In the next Congress her delegation, in both branches, will be nearly unanimously FREESOIL. Not therefore to *her* counsels—not to *her* influence—will it be owing that peace will continue to prevail throughout our country. Should this action be imitated in other states, there is nothing more certain than that our land will be plunged into the deepest and most deplorable agitation. For such measures as the freesoilers are ready for—so unconstitutional are they—could not be triumphant in congress without open resistance being made to them by one half the states of this Union.—*Boston Post.*

STATE AND COUNTY TAXES.—A table showing the amount of taxes collected in every county, number of polls, &c., in 1854. The gross amounted of State tax was $207,419 86; of county tax $397,224 51. Total $604,646 37. The taxable white polls were 63,210; taxable slave polls, 137,577: taxable free colored polls 1,898. Total taxable polls 202,685.

The lagest amount of State and County taxes paid is by New Hanover, $25.776 31. Next Wake $21,767 38. Warren $17.621 80. Edgecombe $16.599-66. Cumberland $16.596 80. Mecklenburg $16,635-40. Orange $13,855 85. Guilford $13,387 82. Halifax $13,822 83. Wayne, $13,046 84. Anson $12,-914 43. Granville $12,853 03. Beaufort $12,698-90. Chatham $12.217 53. Besides these largest amounts, Alamance pays $9,026 23. Bladen $6.129-23. Brunswick $7,982 44. Davidson $6,733 52—Davie $4,587 08. Duplin $9,332 49. Forsyth $7,039 32. Johnston $11,357 35. Mountgomery $2,-917 47. Moore $7,632 87. Randolph $8.631 86—Robeson $2 933 36 Sampson $10,042 16. Stanly $2, 923 81.

Several counties appear not to have levied any School tax, viz: Anson, Cherokee, Edgecombe, McDowell, Macon, Nash, Union, Wayne, Watauga and Wilkes.

New Hanover has the largest number of taxable slave polls; yet 22 counties have more taxable white polls than New Hanover. Wake has the largest of all kinds of taxable polls, viz: 6,229; Granville, 5,-584; Edgecombe 5,830; New Hanover 5,691; Halifax 5,270; Cumberland 5,058; Warren 4,827; Chatham 4,175; &c.—*Ral. Star.*

SUPREME COURT.—The following decisions have been made by this tribunal since our last:

By NASH, C. J.—In Wabber v. Taylor, in Equity, from Greene, reversing the interlocutory order. Also, in Wilson v Mace, in Equity, from Guilford; order dissolving the injunction reserved. Also, Rhodes v Chandler, in equity, from Stokes, dismissing the bill with costs.

By PEARSON, J.—In Johnson v. Hooper, from Cumberland, affirming the judgment. Also, in Whitted v Smith, from Bladen, awarding a *venire de novo*. Also in Pettijohn v Williams, from Chowan, affirming the judgment.

By BATTLE, J. In Tarkinton v McRae, from Tyrrell, awarding a *venire de novo*. Also, in Waters v Herring, from Lenoir, affirming the judgment. Also, in Barfield v Britt, from Robeson, directing a *venire de novo*

A letter received at New York from Paris by the Pacific, says that Mr. Mason's health has very much improved.

Hon. John Slidell has been re-elected U. S. Senator, from the State of Louisiana, for six years from the 4th of March next.

RAIL ROAD IRON.—We learn that another large supply of Railroad iron, for the Atlantic and N. C. Railroad, arrived at this port on Saturday night last, in the Schr. Laura Johnson.—*Newbern Jour.*

"MADAME, your shawl is dragging in the mud." "Well, you little huzzy, suppose it is; isn't it the fashion?"

The Steamer Hermann sailed from New York, on the 27th inst,, with thirty-five passengers and $23,-000 in specie.

Dates from Mexico to the 19th inst., have been received at New Orleans. The papers report several successful attacks by the government troops upon the insurgent forces. The revolution is said to be crushed in Oajaca. The formal occupying of the Mesilla valley by the United States authorities is also announced by the Mexican papers.

☞ *They say* that Senator DAWSON, of Georgia, is to be the Know-Nothing candidate for Governor of that State at the next election, in opposition to Hon. HERSHELL V. JOHNSON, the present Democratic incumbent.

☞ The Route Agents on the Wilmington & Manchester Railroad have commenced running with the line which leaves here at night, connecting with the Route Agents North and South, thus obviating the delay complained of in the transmission of the distributing mail, including all intended for points supplied from the Wilmington & Manchester, and South Carolina Railroad.

THE WHEAT CROP IN VIRGINIA.—It is stated that the wheat crop in the valley counties of Virginia is looking remarkably fine. No damage has been sustained from freezing, and under the genial effects of the fine weather for the past week or more, is improving much.

The Richmond *Whig* says:—A large quantity of wheat was sown last fall in that section of the State, and without the interference of the fly, joint-worm, or something of the sort, an abundant harvest may be expected. By the use of guano in those counties, the wheat lands have been much improved, and the quantity of wheat produced greatly increased, as has been the case elsewhere. But little of last year's wheat crop is left in that part of the State—none scarcely for exportation. The home consumption will require nearly if not all that has been retained; and it is predicted that flour will bring something like $10 per barrel before next harvest.

SINGULAR DECISION.—A landlord in New York city, who sued his tenant for house rent, has been non-suited, because the house was overrun with roaches.

Engineer's Report.

OFFICE WIL. & MAN. RAILROAD,
January 23d, 1855.

Gen. W. W. Harllee, Pres't Wil. & Man. R. R.:

SIR:—In submitting the seventh annual Report, I beg to congratulate the Company upon the completion of their road.

The receipts for the fiscal year, from 1st December, 1853, to 1st December, 1854, have been:

From through passengers,	$150,419 25	
" way do	54,940 73	
" freight,	92,724 11	
" mail,	30,090 27	
" other sources,	2,225 00	
Making a total of		$330,399 36

The expenditures for operating the Road during the same period have been:

For road repairs,	$42,549 22	
" transportation,	105,449 26	
" stock killed, lost, damaged, &c,	5,160 85	
" ferry at Wil. & Pee Dee,	13,790 62	
" office expenses,	545 52	
" sundries,	21,241 25	
Making a total of		$188,736 72
Net receipts from operations of the year,		$141,662 64

The details of the receipts and expenditures are more fully set forth in the annexed exhibits, marked A. and B., and kept in the Treasurer's office.

The largest item under the head of Loss and Damage is for stock killed; and in the Ferry account is charged $4,832-92, cost of ferrying the passengers and freight at the Pee Dee River, before the completion of the Bridge; and in sundries $15,667 93 paid the Carolina Stage Company and the S. C. R. R. Co., for freight, due previous to 1st December, which are, legitimately, extraordinary expenditures. Deducting these items, it leaves the total expenditures of the year $168,135 89.

In the receipts of the Road should be added $3,182 56 from freight on the Western end for the month of November, the accounts of which could not be adjusted before closing the Books for the year, and the further amount for Mail Transportation for the months of October, November, above October and November, 1853, of about $6,218, and will swell the aggregate receipts of the year to $339,800 92

From which deduct ordinary expenditures 168,235 89

And it leaves a nett balance from the operations of the road of $171,565 03

Leaving a fair margin therefore for unsettled accounts at the close of the year, the Road has been operated at a cost of about 50 per cent. of its receipts, while the expenditures were materially increased by the want of connection at the Pee Dee River, requiring separate machinery on each side of it, and the extraordinary high prices paid for labor in every department.

The Roadway is in good condition, and the rolling stock of superior quality, and with the addition of a few freight cars, will be sufficient for the demands of the next year.

Statement C contains a list of the Engines, and their present condition, the number of Passengers, Baggage, Freight, Gravel, and Timber Cars.

Statement D, a list of the principal articles which have been brought to Wilmington during the year.

It will be observed that the amount of Naval Stores exceeds the largest estimates made by the most sanguine persons, and I have no doubt will be materially increased during the present year.

At the beginning of the Fiscal year, the Road was in operation from Kingsville to Gibson's Road on the west and from Cape Fear River to Marion C. H., and the connexion was formed by Stages. In December, the trestle work in the Pee Dee Swamp was so far completed, that the Passengers were ferried over at the Bridge, and in January, the track was extended to the Pee Dee River, completing the entire Road except the Bridge; and the Passengers and Mails continued to be ferried over until the 10th October, when the Trains commenced to run regularly through the line.

The great Southern Mail was transferred to this line on the 1st February, and the steamers between this place and Charleston withdrawn from the line.

The receipts, therefore, of the past year should only be considered as a little more than the result of ten months operations with an undeveloped business, and greatly embarrassed nearly the whole year by the want of a connection over the Pee Dee river. Your attention is particularly directed to the local business, from Way travel and Freight, which is larger than the receipts of the Wilmington & Raleigh Rail Road from same sources in 1850—*after that Road had been in operation 10½ years.*

The aggregate receipts for the year are also larger than the same amount on that Road in 1851, 11½ years after its completion, with a through connection to Charleston, and no serious competition for the travel. The annexed table, exhibiting the receipts of that company will more fully explain.

By reference to this table it will be observed that the way travel for the last year on the Road is put down at $132 511 51, while the same item on this Road was only $54 940 93—this is caused in part by the difference in the method adopted by respective companies for classifying the travel. Prior to the withdrawal of the Boats, all passengers between Wilmington and Charleston or between Wilmington and Weldon or from any intermediate point to either Charleston or Weldon was classed as way travel—the through travel only embracing passengers from Charleston to Weldon. After the steamers were withdrawn, the travel between Wilmington and Weldon was classed as through travel and it will be perceived by reference to the last reports of that company that during the first four months of their fiscal year *while their boats were in operation*, the average month's receipts from this item were $20 360 44 while for the remaining eight months *after the withdrawal of the boats*, the average monthly receipts were only $6 383 71.

The receipts for the ensuing year may be estimated at $400,-000. In making this estimate I have assumed that there will be an average increase of 10 per cent, on the Through and Way travel and Freight *over the average monthly receipts since the mail was transferred to this Road.*

The South Carolina Rail Road company, under the contract with this company, for the joint use of the Camden Branch between Kingsville and Wateree, have finished the construction of the bridge over the Wateree river, and the trestle work (which is being constructed at an elevation of three feet above the highest freshets,) will be completed early in the spring. A new tract from the highland at the Wateree swamp to connect with this work is also progressing, and when completed will place the Roadway through that swamp beyond the contingency of being interrupted by a freshet.

The road has been operated during the year with great regularity, and without the slightest injury to any of the 71,700 passengers who have traveled on it; and the number of failures to make the proper connections will compare favorably with any southern road.

A Dirt Train has been organized and is engaged in filling up the station at this place, and will be transferred as soon as the turnout is laid to the trestle work at Big Creek.

Under instructions from the Board, a corps of Engineers was organized, and on the 24th November commenced the survey under the charter of the Wateree and Hamburg Railroad.

The survey was commenced on the Western side of the Congaree swamp, at the mouth of High Hill Creek, and thence up its valley to the summit of the ridge at the State road, near the old tavern. On this part of the line, for a distance of nine miles, the graduation will be very heavy, and the ascent will vary from 30 to 52.8 feet per mile. From the State Road, the line follows the Ridge that divides the waters of Caw Caw Swamp from those of Beaver Creek, until it approaches Little Bull Swamp. On this part of the route the work will be light and the grades easy. The maximum grade 52.8 ft per mile will be required in the passage of Little and Big Bull swamps and the North Fork of the Edisto (all of which will be crossed within a distance of 12 miles,) and heavy excavations at the ridges and high embankments at each of the streams will be necessary. The North Fork of the Edisto is crossed about 1½ miles below Jacot's Bridge, and thence the line ascends the ridge, assuming the direction for crossing the South Fork of Edisto, near its junction with Shaw's Creek. Between the North and South Forks of the Edisto the work will be generally light, except in the passage of the streams near Jordan's Mills.—From the crossing of the South Fork of the Edisto the line ascends by the valley of Shaw's Creek, and its tributaries, to the Aiken Ridge, which it will follow to a point near the head of Bridge Creek. From this point the line will occupy about the same ground as the survey from Columbia to Hamburg, the notes of which were kindly loaned me by J. G. Gibbs, Esq., Chief Engineer of that survey. The party, at the latest dates, were engaged on this part of the route; the following description of which is extracted from Mr. Gibbs' report:

The excavation through the Aiken Bridge will be about "thirty feet for a third of a mile, and the line will descend to the valley of Bridge Creek, crossing Beaver Pond at an elevation of 57 feet, thence bearing down on the North side of Bridge Creek, and crossing it at the Burnt Mills, and thence on the South side of Big Horse Creek, passing through the town of Graniteville. The line then crosses Big Horse Creek, half a mile below the town, and follows the West side of the Creek, near Marsh's, Walker's, and Ramboo's Mills, and within half a mile of the town of Bath. It there crosses Little Horse Creek, near its mouth, and runs near the South Carolina Railroad for a distance of four miles, to the town of Hamburg." The descent to the valley of Big Horse Creek will require the maximum grade of 52.8 feet per mile, and some heavy excavation and embankment; but from that point to Hamburg the work will be generally very light.

The estimates of the cost of the work cannot be made until the completion of the survey, but the results obtained justify the conclusion that a very *direct line* can be obtained from Kingsville to Hamburg, with maximum grades of 52 8 feet per mile, and curves of not less radius than 1,910 feet, and involving no heavy bridging or trestle-work, except in the passage of the Congaree River and swamp. The general characteristics of the route are such that a road, well adapted to passenger traffic, at a high rate of speed, can be constructed, and reduce the time between Kingsville and Augusta at least 3½ hours below the present schedule time.

The completion of the road is considered a proper time to take a retrospective view of its commencement, progress, and completion. The preliminary surveys were commenced under the direction of John C. McRae and myself 13th July, 1846, and finished in November of the same year. The Company was organized at Marion Court House in August 1847, but operations were not commenced until the annual meeting at Marion C. H., 22d June, 1848, and on the 13th day of September the surveys, preliminary to the location, were commenced. At this time the total amount subscribed to the capital stock was $128,000, and the larger portion with a proviso that the subscriptions should be increased to 750,00. In November the location was completed from Sumterville to Lynch's Creek and nearly the whole of this portion of the road placed under contract to stockholders to work out their subscriptions. The first contract was taken by the late Dr. Muldrow, and the graduation commenced by the late Leonard White, on the 1st January, 1849.

A corps of Engineers was organized, and commenced the location near Brunswick River, in January, 1849, and on the 22d of February ground was formally broken near the same point. On the 1st day of April the location was completed, and proposals invited for the graduation of the section between Sumterville and the Camden Branch. Up to this period the graduation of 128 miles of the Road had been let to stockholders to work out their subscriptions, and it is but just to say, *that to none is the Company more indebted for the completion of the work*, than to those who, thus early, without experience, cheerfully embarked in the contracts, and have stood by the work through its darkest prospects. Confidence in its success was strengthened as the work progressed, and subscriptions to the capital stock increased until the sum of $750,000, the amount necessary to make all the subscriptions valid, was secured, and the enterprise assumed its place among the important works of the day.

At first the contracts (which were entirely taken for stock,) progressed very slowly, but as confidence was established the contractors commenced work, and on no road let out in such small and detached sections, have so few contracts been abandoned and left in an unfinished state by the original contractors.

The first Passenger Train commenced to run from the Camden Branch to Cane Savanna Road on the 12th November, 1852, and the Engine Robert Muldrow, by a singular coincidence carried the first train through the Road on the 10th October, 1854.

In a professional point of view the construction of the Road has presented no serious obstacle, except in the character of the foundations encountered in the passage of some of the streams and swamps.

Your attention was directed, in my Report of January 12th, 1850, to the passage over the Pee Dee River, which I then regarded "as first in importance," and a work of "no ordinary magnitude." The superficial examination of the foundation which only had been made at that time, was such as to produce conviction that it was one of the most formidable streams crossed by the great chain of Railroads between the North and South. The foundation was then regarded as a loose floating sand, but not extending to so great a depth as subsequent examinations with an Auger established, and in which some of the many plans of coffer dams could be used in putting in the foundations.

Among the many plans suggested, "my attention was directed to the pneumatic process of driving piles, in February, 1850," and a correspondence opened with T. E. Sickels, Esq., the present able Chief Engineer of the Baltimore Water Works, who was then interested in the patent right, and to whom, in October, 1850, I expressed the opinion that I would not hesitate to recommend this process, if, upon an examination of the bed of the river, "the sand should extend to a depth of twenty or thirty feet."

In July, 1851, with an ordinary auger, a number of holes were bored into the bed of the river to a depth of nine feet, within which distance *sand only* was encountered. In communicating to Major Gwynn a copy of the profile, with the result of these examinations, I expressed the opinion that, "the best plan for putting in the foundations of the 'piers' will be by the use of Dr. Potts' Pneumatic cast-iron Piles, filled with concrete."

The plan was subsequently adopted by the Board, upon the recommendation of Major Gwynn; and it is my purpose now to explain some of the results which were obtained, and to describe particularly, the improvement and discoveries, which, I conceive, were made during the progress of the work. In the Report of Major Gwynn, made at the last annual meeting, the *modus operandi* is very accurately described, but the difference between the plan and principle upon which *it was commenced*, and upon which it was finished, was not clearly defined. The "Pneumatic Process," upon which the work was commenced, consists in creating a vacuum within the cylinder, which causes the water, sand, &c., to rush up, and, in its course, carry with it the material from the bottom of the tube, causing it to descend by its own weight. The vacuum is first created in a chamber, which is placed in communication with the cylinder by ordinary suction hose, and closed or opened by a valve on a projection attached to the vacuum chamber. The power, therefore, which can be used by this plan, is governed by the relative cubical contents of the vacuum chamber, and that portion of the cylinder above the surface of the water, and the perfection of the vacuum. In the operation at the Pee Dee, the vacuum chamber consisted of two sections of cylinder, 18 feet in length, and generally, the cylinder pile was 10 feet above the water line, therefore, the power, (hydrostatic and pneumatic) was only 8-18 of the vacuum, obtained in the chamber, which was usually about equivalent to 26 inches of mercury—a perfect vacuum being 32 inches. The effective power, therefore, was that due to 11 10-18 inches of mercury, or about 8 2-10 lbs. per square inch.

In sinking the first cylinder, it encountered, at a depth of about 8 feet below the bed of the river, a tree about 5 feet in diameter. This, for a time, arrested the progress of the work, and until the air Lock (which had arrived in an imperfect state) could be completed.

The Air Lock, as it is usually called, is not strictly a part of the Pneumatic process, but was first used in France by M. Triger in sinking a shaft through a bed of quicksand to a coal mine, and is accurately described in the supplement to Ure's Dictionary of Arts and Sciences—Art Ventilation.* The plan of Air Lock, similar to that used at the Pee Dee river, is well described in the paper read before the Institution of Civil Engineers in London on May 13th, 1851, "on the Pneumatic method adopted in constructing the foundations of the new bridge across the Medway, at Rochester," and from which the following is extracted: After describing the obstructions encountered in sinking the cylinders, the paper states. "It was, therefore, decided that the Pneumatic process should be reversed, so as to give each Pile the character of a diving bell, for which purpose one of the cylinders 7 feet† in diameter, and 9 feet in length had a wrought iron cover securely bolted to it through which two cast iron chambers, D-shaped in plain, with a sectional area of about 6 square feet, appropriately called "Air Locks," projecting 2 feet 6 inches above the top of the cylinder and 3 feet 9 inches below the cover. The top of each Air Lock was provided with a circular opening 2 feet in diameter, with a Flap working on a horizontal hinge, and an iron door 2 feet by 3 feet 4 inches, with vertical hinges below the cover; each Air Lock was also furnished with two sets of cocks, the one for forming a communication between the cylinders and the chamber, and the other between the chamber and atmosphere."‡

Early in July the Air Lock was completed and every thing in readiness to excavate the sand above the tree and cut it away. At first it was extremely difficult to induce the operatives employed on the work to enter the Lock, while the condensed air was escaping from imperfect joints very much like the escape of steam from a leak in a Boiler. In addition to this during the process of equalizing the change of pressure on the tympanum of the ear was for some time exceedingly painful; and in some instances produced hemorrhage from the lungs. Owners of hands, and indeed some of the principal operatives, believed that the constant inhailing of the same air deprived it of the Oxygen necessary to support life, and generated Carbonic Acid Gas, which is exceedingly deliterous to animal life, and would eventually produce serious consequences. Although it was well ascertained that this gas which is thrown from the lungs at each respiration is much heavier than common air, yet the laws which governs its elasticity under various pressures was not so well defined, while present, I therefore closely observed the appearance of the light, which by a peculiar halo around its top always indicates the presence of this Gas, when in sufficient quantity to injure animal life.

No serious difficulty was encountered in removing the sand or in cutting away the tree which arrested the descent of the Cylinder, and which proved to be a large Cypress perfectly sound. As soon as the tree was cut away and the compressed air discharged the Cylinder settled down about 4 feet—and a freshet coming about the same time, opperations were suspended. The second Cylinder was lowered to its place as soon as the freshet subsided, and by the Pneumatic process it was driven to a depth of about six feet. At this depth, the friction counterbalanced the power exerted by the vacuum, and it therefore became necessary to remove the interior column of sand. Efforts were made to pump out the water and remove the sand, but it was found that the water could not be reduced by Pumps more than six feet below the level on the outside, and the Air Lock was again used, and at the expiration of the first day's work (when about 3 feet of the sand had been removed) and after the operations were suspended, the Cylinder was observed to settle several inches. On the succeeding day the removal of the sand to the bottom of the Cylinder was completed, and, with a view of observing the effect, a man was stationed at each valve with directions, at a given signal, to open it, that the compressed air might be suddenly discharged. The result was that the Cylinder was driven six feet, which exceeded the greatest effect produced by the exhaust or vacuum. In reflecting upon the cause which produced this effect, I discovered that it was the hydrostatic action of the water which scoured out the material beneath the bottom of the cylinder, which partially relieved the friction, and caused it to descend by its own gravity. In addition to this, after the air in the cylinder had become compressed until it was equal to the force exerted by the water in the outside, the interior pressure could not be increased, and the air which was pumped in by the continued action of the pumps, escaped under the bottom of the cylinder and became incorporated with the sand,—some of it rising to the surface. When the compressed air was discharged, the equilibrium was destroyed, and the air, in rising to the surface on the outside and around the cylinder, still farther relieved its friction. (This, the second cylinder, also encountered in its descent an oak tree, about 4 feet in diameter, but, unlike the first, it was so soft that the weight of the cylinder easily cut through it. On exposure to the atmosphere it became hard, and in every respect was perfect lignite. This is mentioned to show the different results produced on the two qualities of timber by the action of water, as they were in the same stratum, and evidently deposited at, and belong to, the same period of time.)

It was, therefore, apparent that the hydrostatic action of the water was more effective than the pneumatic process, and it was subsequently used *principally* in driving the remaining cylinders, and towards the close of the work, the pneumatic process was entirely abandoned and the hydrostatic principle alone used.

This I consider a discovery of the operation of a known principle, giving greater power than that by the pneumatic process, and applicable to the sinking of hollow piles.

As before stated, the power of the pneumatic process is limited by the relative proportions of the vacuum chamber and that portion of the pile above the surface of the water, and the perfection of the vacuum. In practice, the exhaust cannot be applied unless the top of the pile is at least six feet above the surface of the water, because the pile might be driven below the water line, when another section cannot be added. The power is uniform, and cannot, under any circumstances, exceed 14¾ lbs. per square inch, and, in practice, rarely exceeds 8 lbs. per square inch, while the friction, with a column of six feet of sand on the interior of the cylinder, is equal to this power. The deeper the pile is driven the greater is the friction, while the power remains uniform.

With the use of the hydrostatic principle, the power increases with the distance from the surface of the water to the bottom of the pile. This power is equal to 14¾ lbs. per square inch for each 32 feet of the distance from the surface of the water to the bottom of the cylinder.

The hydrostatic principle is more simple, requires less machinery, and is more effective than the pneumatic process. It can be used at any stage of the river because the *power* increases with the depth; or it may be combined with the pneumatic process, and the whole power (hydrostatic and pneumatic) can be used in driving the cylinders.

If the operation of this principle was known to either the French or English Engineers, it does not appear, in their memoirs, descriptive of the plans used in sinking cylinders in Great Britain, France or Egypt.

My connection with the Pee Dee Bridge terminated in January last, at which time the cylinders for the Western pier were partially driven and those for the Eastern pier had passed through the sand to a stratum of material which was considered sufficiently tenacious to resist the action of the water. My confidence in the success of the work was unshaken during its progress, and its succesful completion fully vindicates the value of the discoveries used in its construction.

Very respectfully,

L. J. FLEMING, Gen'l. Sup.

RAILROADS.—The Senate has passed through their three readings the following bills:—The bill for the completion of the North Carolina Railroad; the bill to incorporate the Western North Carolina Railroad; the Dan River and Yadkin Railroad; and the Beaufort, Fayetteville and Greensboro' Railroad. The House of Commons have passed the following: the Atlantic Railroad; the Wilmington and Charlotte Railroad; and the French Broad Railroad. Should all these Railroads be constructed, with their connections, they will bring nearly